

SOUTH FLORIDA
REGIONAL TRANSPORTATION
AUTHORITY

GOVERNING BOARD

REGULAR MEETING AGENDA
DECEMBER 8, 2006
9:30 a.m.

South Florida Regional Transportation Authority
Board Room
800 NW 33rd Street
Suite 100
Pompano Beach, FL 33064

SFRTA BOARD MEETINGS ARE SCHEDULED ON THE FOURTH FRIDAY OF EACH MONTH AT 9:30 A.M. FOR FURTHER INFORMATION CALL (954)942-RAIL (7245). TIME OF MEETINGS SUBJECT TO CHANGE.

SFRTA Board Members

Commissioner Bruno Barreiro, Chair
James A. Cummings
Marie Horenburger

Neisen Kasdin
Commissioner Jeff Koons
John Martinez

George Morgan, Jr.
Bill T. Smith

Executive Director

Joseph Giulietti

GOVERNING BOARD REGULAR MEETING
OF DECEMBER 8, 2006

The meeting will convene at 9:30 a.m., and will be held in the Board Room of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

DISCUSSION ITEMS

MATTERS BY THE PUBLIC – Persons wishing to address the Board are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Board Member, however, that item may be removed from the Consent Agenda and considered separately.

- C1. [MOTION TO APPROVE:](#) Minutes of Governing Board’s Regular Meeting of October 27, 2006.

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

R1. MOTION TO APPROVE: Second Amendment to Agreement No. 03-193, between the South Florida Regional Transportation Authority (SFRTA) and Limousines of South Florida, Inc. / Sovereign Coach and Tours, to increase the compensation amount of \$ 7,183,344 to the new maximum not-to-exceed amount of \$ 7,542,964.

Department: Operations
Project Manager: Edward Byers

Department Director: Bradley Barkman
Procurement Director: Chris Bross

R2. MOTION TO APPROVE: Agreement No. 06-117, between the South Florida Regional Transportation Authority (SFRTA) and CSX Transportation, Inc. (CSX) for General Flagging Services.

Department: Operations
Project Manager: Edward Byers

Department Director: Bradley Barkman
Contracts Director: Chris Bross

R3. MOTION TO APPROVE: Additional voting members (see Exhibit 1) to the Operations Technical Committee (OTC) from the South Florida region to include Trolley Operators of various municipalities that connect with transit systems currently represented on the Committee.

Department: Operations
Project Manager: Bradley Barkman

Department Director: Bradley Barkman
Procurement Director: Christopher Bross

R4. MOTION TO APPROVE: Grant Agreement between the South Florida Regional Transportation Authority (SFRTA) and the State of Florida Department of Community Affairs (DCA) Division of Emergency Management for financial assistance for Transit Security Grant Program (TSGP) in the amount of \$342,944.

Department: Planning & Capital Development
Project Manager: Bradley Barkman

Department Director: Jack Stephens
Procurement Director: Chris Bross

R5. MOTION TO APPROVE: Fourth Amendment to Agreement No. 01-611 between South Florida Regional Transportation Authority (SFRTA) and the C² Group, LLC for federal legislative consultant services, to extend contract term through January 31, 2007, in the firm fixed price amount of \$8,167 per month.

Department: Planning and Capital Development
Project Manager: Cheryl Clark

Department Director: Jack Stephens
Procurement Director: Chris Bross

R6. MOTION TO APPROVE:

Endorsement of the following Tier I recommendations compiled as part of the South Florida East Coast Corridor (SFECC) Study:

1. Divide the corridor into the South, Center, North and Full-Corridor study sections for detailed Tier II alternatives analyses and conceptual engineering study.
2. Acceptance of the recommended, appropriate technology set for each of the four recommended Tier II study sections.
3. Acceptance of the recommended, appropriate alignment set for each of the four recommended Tier II study sections.

Department: Planning and Capital Development
Project Manager: William Cross

Department Director: Jack Stephens
Procurement Director: Chris Bross

R7. MOTION TO APPROVE: Supplement One, in the amount of \$75,233.29, to the Lump Sum Locally Funded Agreement between the State of Florida Department of Transportation (FDOT) and the South Florida Regional Transportation Authority (SFRTA), dated November 8, 2004, for Consumer Information Network Operations and Customer Care Costs (the “Agreement”).

Department: Finance and Information Technology
Project Manager: Michael H. Kanefsky

Department Director: Edward Woods
Contracts Director: Chris Bross

R8. MOTION TO APPROVE: Modification of the New River Bridge Purchase Order No. 18550 (“NRB PO”) between South Florida Regional Transportation Authority and Greenberg Traurig, P.A. (“GT”) for additional services under Agreement No. 02-710, to increase the PO amount by \$20,000 (as outlined herein).

Department: Legal
Project Manager:

Department Director: Joseph Giulietti
Procurement Director: Christopher Bross

R9. MOTION TO APPROVE:

- A. South Florida Regional Transportation Authority’s (SFRTA) State Legislative Plan for Fiscal Year 2007-08 and direct staff to work with the appropriate agencies and elected local and state representatives to implement the recommended initiatives.
- B. Delegate authority to the Chair of the Governing Board and/or the Chair of the Legislative Committee to make changes to the FY 2007-08 State Legislative Plan during the legislative session and to report any changes to the Board at each regularly-scheduled Board meeting.

Department: Planning & Capital Development
Project Manager: Michelle M’Sadoques

Department Director: Jack Stephens
Contracts Director: Chris Bross

COMMITTEE REPORTS / MINUTES

Action not required, provided for information purposes only. If discussion is desired by any Board Member, however, that item may be considered separately.

- A. [PROPERTY COMMITTEE](#)
- B. CONSTRUCTION OVERSIGHT COMMITTEE
- C. PLANNING TECHNICAL ADVISORY COMMITTEE
- D. [MARKETING COMMITTEE](#)
- E. [OPERATIONS TECHNICAL COMMITTEE](#)
- F. CITIZENS ADVISORY COMMITTEE
- G. AUDIT COMMITTEE
- H. LEGISLATIVE COMMITTEE
- I. [ADVISORY COMMITTEE FOR PERSONS WITH DISABILITIES](#)

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only. If discussion is desired by any Board Member, however, that item may be considered separately.

[I-1- Information Item](#) – South Florida Vanpool Program Transition Update

MONTHLY REPORTS

Action not required, provided for information purposes only. If discussion is desired by any Board Member, however, that item may be considered separately.

- A. [ENGINEERING & CONSTRUCTION MONTHLY PROGRESS REPORTS](#) – October
- B. [RIDERSHIP GRAPHS](#) – October
- C. [ON-TIME PERFORMANCE GRAPHS](#) – October
- D. [MARKETING MONTHLY SUMMARY](#) – October
- E. [BUDGETED INCOME STATEMENT](#) – October
- F. [PAYMENTS OVER \\$2,500.00](#) – October
- G. [REVENUE AND FARE EVASION REPORTS](#) – October
- H. [SOLICITATION SCHEDULE](#) – October
- I. [CONTRACT ACTIONS EXECUTED UNDER THE EXECUTIVE DIRECTOR'S AUTHORITY](#) - October

J. CONTRACT ACTIONS EXECUTED UNDER THE CONSTRUCTION OVERSIGHT COMMITTEE – October

K. OTHER BUSINESS

EXECUTIVE DIRECTOR REPORTS/COMMENTS

LEGAL COUNSEL COMMENTS

CHAIR COMMENTS

BOARD MEMBER COMMENTS

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Executive Office at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the Governing Board of the South Florida Regional Transportation Authority with respect to any matter considered at this meeting or hearing, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons wishing to address the Board are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD REGULAR MEETING
OF OCTOBER 27, 2006

The regular Meeting of the South Florida Regional Transportation Authority Governing Board was held at 9:30 a.m. on Friday, October 27, 2006 in the South Florida Regional Transportation Authority Board Room, 800 Northwest 33rd Street, Suite 100, Pompano Beach, Florida 33064.

BOARD MEMBERS PRESENT:

James A. Cummings, Citizen Representative, Broward County
 Marie Horenburger, Citizen Representative, Palm Beach County – *via teleconference*
 Neisen Kasdin, Citizens Representative, Miami-Dade County
 Jeff Koons, Palm Beach County Commissioner- *Acting Chair*
 John Martinez, District Secretary, Florida Department of Transportation –*via teleconference*
 George Morgan, Governor's Appointee
 Bill T. Smith, Governor's Appointee

BOARD MEMBERS ABSENT:

Bruno Barreiro, Vice-Chair - Miami-Dade County Commissioner
 James A. Scott, Chair - Broward County Commissioner

ALSO PRESENT:

Joseph Giulietti, Executive Director, SFRTA
 Jack Stephens, Deputy Executive Director, SFRTA
 Bonnie Arnold, Director of Marketing, SFRTA
 Brad Barkman, Director of Operations, SFRTA
 Chris Bross, Director of Procurement, SFRTA
 Mary Jane Lear, Director of Human Resources, SFRTA
 Renee Matthews, Special Projects Manager, SFRTA
 Dan Mazza, Director of Engineering and Construction, SFRTA
 Edward Woods, Director of Finance & IT, SFRTA
 Jeffrey Olson, Staff Counsel, SFRTA
 Teresa Moore, General Counsel, SFRTA
 Diane Hernandez Del Calvo, Director of Administration/EEO, SFRTA
 Sandra Thompson, Executive Administrative Coordinator, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 9:45 a.m. The Chair announced that the Diesel Multiple Unit (DMU) will be pulling into the Pompano Beach Station at 10:24 a.m. and the opportunity is available to take a ride to the Deerfield Station and catch the return back to Pompano Beach.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Joe Giuliatti requested the following revision to the agenda:

Revision:

September Monthly Report Item “J - Contract Actions Executed Under the Construction Oversight Committee Authority For the Month of September 2006.”

Board Member Jim Cummings moved to consider the Regular Agenda Items R1; R2; R3; R4; R5; R6 under the Consent Agenda and approval of the Agenda as amended. The motion was seconded by Board Member Bill Smith.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

MATTERS BY THE PUBLIC

Ms. Carol Roberts, representing WiFi America, addressed the Board. Ms. Roberts requested clarification on SFRTA’s unsolicited proposal as it relates to its advertising requirements. She stated that WiFi America needs to coordinate the demonstration with its Spanish partners. She stated the United States technology testing is to take place in California in early December and WiFi America would like to begin installation for Tri-Rail/SFRTA immediately following the California tests. She stated the testing on Tri-Rail would be during the December holidays and to launch the free public access in January 2007. Ms. Roberts requested the Board’s permission to commence with the installation while considering other proposals. Should the Board determine that other firms have unique wireless solutions, these other firms can commence with their demonstrations at the conclusion of WiFi America’s demonstration.

Board Member Smith inquired as to the cloud technology and if WiFi America was involved with the California project.

Ms. Roberts responded that WiFi America is not involved in that particular project.

Board Member Smith inquired as to WiFi America being a sole source?

Ms. Linda Hennessee, Director of WiFi America clarified as to the sole source qualification of technology. She stated that there are three technologies that can bring wireless communications to the trains. She explained that one of the technologies is track side solutions,

which requires radios along the tracks and fiber connections to the trains. Another technology is a single directional satellite that requires one direction for satellite and the other direction is a cellular connection. WiFi America is offering the bi-directional technology. This is where the link is up and down through the satellite using a sophisticated military quality guidance system. This technology has not been tested in the US. It has only been tested in Spain. She stated that WiFi America is a unique sole source for this type of technology.

The Chair stated that if this testing was to take place on Tri-Rail, it had to be on the December agenda.

Board Member Smith inquired as to other inquiries of this proposal and their importance.

Mr. Giulietti responded that the SFRTA is receiving other inquiries and thirty days is required to evaluate the uniqueness of this technology. He stated that should the Board approve the November Board meeting be moved to December 8th, this would be sufficient time to make recommendations to the Board.

Board Member Morgan inquired, will the system work effectively and will the riders use it. He stated that the SFRTA has to consider all costs and what the long term costs to Tri-Rail and the customers. He expressed hesitation in allowing Tri-Rail/SFRTA to be a test case and to voting in favor without a written cost proposal outline and what the end results would be.

Ms. Roberts stated that there are three business plans. WiFi America is here today to request from the Board permission to go ahead with testing this system.

Ms. Hennessee stated that she has a problem putting a price on WiFi Americas proposal, prior to an RFP but, would provide the cost proposal to the Board. WiFi America will be conducting a survey of the customers and provide this information to SFRTA when completed.

The Chair thanked Ms. Roberts and Ms. Hennessee.

Board Member Cummings stated that he does not mind being a guinea pig if it is not costing SFRTA anything and the reward is well worth the effort and challenge. SFRTA can explain it to the passengers that this is clearly a test and the service may not be provided.

The Chair stated that Tri-Rail should be a “Brain Train” with all the students commuting. He stated the Board will try real hard.

Mr. Giulietti stated that from the standpoint of staff, SFRTA is required to open this technology for 30 days to the industry. By the December 8th Board meeting, staff should have sufficient time to offer a recommendation to the Board.

CONSENT AGENDA

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Board Member, however, that item may be removed from the Consent Agenda and considered separately.

C1. MOTION TO APPROVE: Minutes of Governing Board Regular Meeting of September 27, 2006.

R1. MOTION TO APPROVE Exercising the second of two (2), one (1) year renewal options to Agreement No. 02-189, between the South Florida Regional Transportation Authority (SFRTA) and B.V. Oil Company, Inc. (B.V. OIL), for Locomotive Fueling Services.

R2. MOTION TO APPROVE: First Amendment to Agreement No. 00-180, between the South Florida Regional Transportation Authority (SFRTA) and Herzog Transit Services, Inc., to increase the compensation amount by \$9,839,847.00 to the new maximum not-to-exceed amount of \$67,999,996.00 for the five-year term which ends on June 30, 2007.

R3.

A. **MOTION TO APPROVE:** Issuance of Request for Proposal No. 06-114 for Procurement of a Train Control System for dispatching on the South Florida Rail Corridor (including Exhibit 1 and 2 attached).

B. **MOTION TO APPROVE:** Evaluation and Selection Committee for the analysis and ranking of Proposals for Request for Proposal No. 06-114 for a Train Control System for dispatching on the South Florida Rail Corridor. The proposed committee members include: Bradley Barkman, SFRTA Director of Operations; Renee Matthews, SFRTA Special Project Manager; Michael Kanefsky; SFRTA Information Technology Manager; Kamal El Sheikh, SFRTA Manager of Engineering and Construction; and a Representative from the Florida Department of Transportation (FDOT), (including Exhibit 3 attached).

R4. MOTION TO APPROVE: Evaluation and Selection Committee for the analysis and ranking of Proposals for Request for Proposal No. 06-113 for Maintenance Services for SFRTA's Commuter Rail Rolling Stock. The proposed committee members include: Bradley Barkman, SFRTA Director of Operations; Edward Byers, SFRTA Operations Manager; Kamal El Sheikh P.E., SFRTA Manager of Engineering and Construction for SFRTA; Albert Bonifacio, SFRTA Quality Assurance Manager and; Edward Woods, CPA SFRTA Director of Finance and Information Technology.

R5. MOTION TO APPROVE: Evaluation and Selection Committee for the analysis and ranking of Proposals for Request for Proposal No. 06-112 for Operating Services for SFRTA's Commuter Rail System. The proposed committee members include: Bonnie Arnold, SFRTA Director of Marketing and Customer Service; Bradley Barkman, SFRTA Director of Operations; Edward Byers, SFRTA Operations Manager; Daniel R. Mazza, P.E., SFRTA Director of Engineering and; Edward Woods, CPA SFRTA Director of Finance and Information Technology.

R6. MOTION TO APPROVE: Modification of Purchase Order No. 05-18323 ("Segment 5 PO") and Purchase Order No. 18550 ("NRB PO") between South Florida Regional Transportation Authority and Greenberg Traurig, P.A. ("GT") for additional services under Agreement No. 02-710, to increase the Segment 5 PO amount by \$20,000 and the NRB PO amount by \$20,000 (as outlined herein).

Board Member Jim Cummings moved for approval of the Consent Agenda as revised. The motion was seconded by Board Member Bill Smith.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

COMMITTEE REPORTS / MINUTES

Action not required, provided for information purposes only. If discussion is desired by any Board Member, however, that item may be considered separately.

A. PROPERTY COMMITTEE

Board Member Morgan, Chair of the Property Committee updated the Board. He stated that Tri-Rail station land use parcels have been identified as to the various government agencies ownership. The Property Committee and staff will identify the parcels that have the most immediate impact on the stations. The Committee is in discussion regarding the Boca Raton station. The City of Boca Raton is offering a flexible option of retail/office square footage. It has been suggested that the Boca Raton station be considered as option to the SFRTA Headquarter facility. At the next Committee meeting four sites will be identified to allow the SFRTA to move forward with the needs and services of the stations.

Mr. Giulietti stated that the Boca Raton station is not a staff recommendation. Staff has been directed to identify potential areas for a headquarters and to return to the Committee with these recommendations. The decision to choose the new headquarters will be brought before the Board.

Board Member Cummings added that he would consider the condemnation of SFRTA's current facility to maintain it as its headquarters.

Board Member Morgan stated that Board Member Cummings suggestion would be an option.

Board Member Smith stated that all sites need to be evaluated.

Board Member Horenburger inquired as to the Boca Raton station and the IBM site with opportunity for residential and Transit Oriented Development with the City of Boca Raton.

The Chair added that he spoke to the Boca Raton Chamber of Commerce and that Boca is looking at embedding some residential components in the vacant lots on the IBM site. He encouraged SFRTA to meet with the City of Boca Raton. With the potential expansion of the Florida Atlantic University and I-95, the Boca Raton station should be considered for SFRTA headquarters.

Board Member Morgan stated that due to constraints and timing, the changes in the zoning from business to residential is not a favorable option for the IBM site.

B. CONSTRUCTION OVERSIGHT COMMITTEE

Board member Cummings stated that the Segment 5 claim has been successfully resolved with the contractor within the limitations established.

Board Member Morgan inquired as to updates of the New River Bridge Project "NRB".

Board Member Cummings stated that March 2007 is the scheduled completion date.

C. PLANNING TECHNICAL ADVISORY COMMITTEE

D. MARKETING COMMITTEE

E. OPERATIONS TECHNICAL COMMITTEE

F. CITIZENS ADVISORY COMMITTEE

G. AUDIT COMMITTEE

H. LEGISLATIVE COMMITTEE

I. ADVISORY COMMITTEE FOR PERSONS WITH DISABILITIES

MONTHLY REPORTS

Action not required, provided for information purposes only. If discussion is desired by any Board Member, however, that item may be considered separately.

A. ENGINEERING & CONSTRUCTION MONTHLY PROGRESS REPORTS – September

B. RIDERSHIP GRAPHS – September

The Chair inquired as to the drop in ridership from September to October.

Mr. Giulietti responded that in September a day was lost due to a “hurricane day.”

C. ON-TIME PERFORMANCE GRAPHS – September

D. MARKETING MONTHLY SUMMARY – September

E. BUDGETED INCOME STATEMENT – September

F. PAYMENTS OVER \$2,500.00 – September

G. REVENUE AND FARE EVASION REPORTS – September

H. SOLICITATION SCHEDULE – September

I. CONTRACT ACTIONS EXECUTED UNDER THE EXECUTIVE DIRECTOR'S AUTHORITY September

J. CONTRACT ACTIONS EXECUTED UNDER THE CONSTRUCTION OVERSIGHT COMMITTEE – September

K. OTHER BUSINESS

EXECUTIVE DIRECTOR REPORTS/COMMENTS

Mr. Giulietti requested of the Board to combine the November and December Governing Board meetings to be held on December 8, 2006.

Board Member Marie Horenburger moved for approval. The motion was seconded by Board Member Jim Cummings.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

CHAIR COMMENTS

The Chair stated that he spoke with the Mayor of Boca Raton. The City of Boca Raton has a redevelopment strategy that includes the FEC and a partnership with SFRTA.

The Chair stated that Palm Beach County has planned the five-year road program and in the fifth year, no new roads are planned, which commits Palm Beach County to more mass transit.

BOARD MEMBER COMMENTS

Board Member Horenburger stated that she participated in a Visions Conference for the City of Boynton Beach. She stated that on the final platform, the City of Boynton Beach is in support of a funding source for regional transportation.

Board Member Cummings encouraged all to vote in November for the 1-cent sales tax in Broward County.

ADJOURNMENT

There being no further business, the meeting adjourned at 10:26 a.m.

Tracking No. _____

AGENDA ITEM NO.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING
BOARD MEETING: DECEMBER 8, 2006

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

SECOND AMENDMENT TO AGREEMENT NO. 03-193
WITH LIMOUSINES OF SOUTH FLORIDA, INC/ SOVEREIGN COACH AND TOURS
FOR ADDITIONAL SHUTTLE BUS SERVICE

REQUESTED ACTION:

MOTION TO APPROVE: Second Amendment to Agreement No. 03-193, between the South Florida Regional Transportation Authority (SFRTA) and Limousines of South Florida, Inc. / Sovereign Coach and Tours, to increase the compensation amount of \$ 7,183,344 to the new maximum not-to-exceed amount of \$ 7,542,964.

SUMMARY EXPLANATION AND BACKGROUND:

On October 23rd, 2003 the Board approved Agreement No.03-193, with Limousines of South Florida, Inc./Sovereign Coach and Tours for shuttle bus services.

On May 26, 2006 SFRTA's Governing Board approved Joint Participation Agreement (JPA) No. 67 with FDOT for funding of a shuttle route to Port Everglades from the Fort Lauderdale Airport Station.

Staff is requesting the Board's approval of the Second Amendment to Agreement 03-193 to implement a shuttle bus route from the Fort Lauderdale Airport Tri-Rail Station to Port Everglades.

Department: Operations
Project Manager: Edward Byers

Department Director: Bradley Barkman
Procurement Director: Christopher Bross

FISCAL IMPACT: Funding is available in SFRTA's FY 06-07 Operating Budget

EXHIBITS ATTACHED: Exhibit 1 – Second Amendment to Agreement No. 03-193
Exhibit2 – Draft Bus Schedule

SECOND AMENDMENT TO AGREEMENT NO. 03-193
WITH LIMOUSINES OF SOUTH FLORIDA, INC. / SOVEREIGN COACH AND TOURS
FOR ADDITIONAL SHUTTLE BUS SERVICES

Recommended by: Bud Brown 11/24/06
Department Director Date

Approved by: [Signature] 11/28/06
Contracts Director Date

Authorized by: [Signature] 11/28/06
Executive Director Date

Approved as to Form by: [Signature] 11/28/06
Staff Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro _____ Yes _____ No

James A. Cummings _____ Yes _____ No

Marie Horenburger _____ Yes _____ No

Neisen Kasdin _____ Yes _____ No

Commissioner Jeff Koons _____ Yes _____ No

John Martinez _____ Yes _____ No

George A. Morgan, Jr. _____ Yes _____ No

Commissioner James A. Scott _____ Yes _____ No

Bill T. Smith _____ Yes _____ No



SECOND AMENDMENT TO AGREEMENT NO. 03-193

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

LIMOUSINES OF SOUTH FLORIDA, INC./SOVEREIGN COACH
AND TOURS

FOR

SHUTTLE BUS SERVICES

SECOND AMENDMENT TO AGREEMENT NO. 03-193

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

LIMOUSINES OF SOUTH FLORIDA, INC./SOVEREIGN COACH AND TOURS

FOR

SHUTTLE BUS SERVICES

This is a Second Amendment to the Agreement for Shuttle Bus Services between **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY**, hereinafter referred to as “**SFRTA**” and **LIMOUSINES OF SOUTH FLORIDA, INC./SOVEREIGN COACH AND TOURS**, hereinafter referred to as “**CONTRACTOR**”.

WHEREAS, on October 24, 2003, **CONTRACTOR** and **SFRTA** entered into a five year Agreement, hereinafter referred to as “Agreement”, in the maximum not-to-exceed amount of \$1,674,369.00; and

WHEREAS, on March 26, 2004, the First Amendment to the Agreement between **CONTRACTOR** and **SFRTA** was executed to assume feeder bus service routes in Broward County in the additional maximum not-to-exceed amount of Five Million Five Hundred Nine Thousand Seventy Five and no/100 Dollars (\$5,509,075.00); and

WHEREAS, **SFRTA** now wishes to amend the Agreement to add a feeder bus route from the Fort Lauderdale Airport Station to Port Everglades in the additional maximum not-to-exceed amount of Three Hundred Fifty Nine Thousand Five Hundred Twenty and no/100 Dollars (\$359,520.00); **NOW THEREFORE:**

IN CONSIDERATION of the promises, mutual covenants and obligations herein contained, and subject to the terms and conditions hereinafter stated, the parties hereto agree to amend the Agreement as follows:

1. COMPENSATION is amended to read as follows:

SFRTA agrees to pay the **CONTRACTOR** compensation as specified in the General Terms & Conditions and **CONTRACTOR**’s Bid Form the total annual maximum not-to-exceed amount of ~~One Million four Hundred Thirty Six Thousand Six Hundred Eight nine Dollars (\$1,436,689.00)~~ One Million Six Hundred Sixteen Thousand Four Hundred Forty-nine Dollars (\$1,616,449.00) for

a total five (5) year contract valued not-to-exceed amount of ~~Seven Million One Hundred Eighty Three Thousand Four Hundred Forty four Dollars (\$7,183,444.00)~~ Seven Million Five Hundred Forty Two Thousand Nine Hundred Sixty-four Dollars (\$7,542,964.00).

Except to the extent amended, the Agreement shall remain in full force and effect. In the event of any conflict between the terms of this Second Amendment to the Agreement and the Agreement, the parties hereby agree that this document shall control.

IN WITNESS WHEREOF, the parties have made and executed this Second Amendment to the Agreement on the respective date under each signature: **LIMOUSINES OF SOUTH FLORIDA, INC. / SOVEREIGN COACH AND TOURS, A JOINT VENTURE**, signing by and through its _____, duly authorized to execute same and **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY** signing by and through its Chair, authorized to execute same by Board action on the ____ day of _____, 2006.

SFRTA

ATTEST:

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

JOSEPH GIULIETTI
EXECUTIVE DIRECTOR

By _____
COMMISSIONER JAMES A. SCOTT, CHAIR

_____ DAY OF _____, 2006

(SFRTA SEAL)

Approved as to form by:

CHRIS BROSS, Director
Procurement

Jeffrey D. Olson
Staff Counsel, SFRTA

ATTEST:

CONTRACTOR

WITNESS

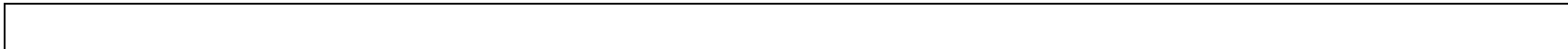
By _____
LIMOUSINES OF SOUTH FLORIDA, INC./
SOVEREIGN COACH AND TOURS

(Corporate Seal)

_____ DAY OF _____, 2006

Port Route Weekday Schedule - DRAFT

Train Arrives	BUS DEPARTS	1800 Eller Dr. (US Customs) AM TRIPS ONLY	1850 Eller Dr. (Port Administration Building)	2200 Eller Dr. (Pier # 27) Sea Bulk Building	SW 20 St. - Pier # 2 & 4	2100 Eisenhower Blvd. (Public Works)	2250 Eisenhower Blvd. Amman Building	1800 SE 32 St Seafarers House	1800 Eller Dr. (US Customs) PM TRIPS ONLY	BUS ARRIVES	Train Departs
stop number	-	1	2	3	4	5	6	7	1		
5:39 AM S / 6:02 AM N	6:07	6:16	6:21	6:24	6:31	6:34	6:35	6:36			
6:54 AM S / 7:02 AM N	7:07	7:16	7:21	7:24	7:31	7:34	7:35	7:36			
7:54 AM S / 8:02 AM N	8:07	8:16	8:21	8:24	8:31	8:34	8:35	8:36			
8:54 AM S / 9:02 AM N	9:07	9:16	9:21	9:24	9:31	9:34	9:35	9:36			
			3:13	3:16	3:23	3:26	3:27	3:28	3:33	3:43	3:54 PM S / 4:02 PM N
			4:13	4:16	4:23	4:26	4:27	4:28	4:33	4:43	4:54 PM S / 5:02 PM N
			5:13	5:16	5:23	5:26	5:27	5:28	5:33	5:43	5:54 PM S / 6:02 PM N
			6:13	6:16	6:23	6:26	6:27	6:28	6:33	6:43	6:54 PM S / 7:02 PM N



Port Route Weekend Schedule - DRAFT

Train Arrives	BUS DEPARTS	1800 Eller Dr. (US Customs) FROM TRAIN TRIPS ONLY	1850 Eller Dr. (Port Administration Building)	2200 Eller Dr. (Pier # 27) SeaBulk Building	Midport Garage	SW 20 St. - Pier # 2 & 4	2100 Eisenhower Blvd. (Public Works)	2250 Eisenhower Blvd. Amman Building	1800 SE 32 St Seafarers House	1800 Eller Dr. (US Customs) TO TRAIN TRIPS ONLY	BUS ARRIVES	Train Departs
Stop Number		1	2	3	8	4	5	6	7	1		
7:54 AM S / 8:02 AM N	8:07	8:16	8:21	8:24	8:27	8:34	8:37	8:38	8:39			
			9:10	9:13	9:16	9:23	9:26	9:27	9:28	9:33	9:43	9:54 AM S / 10:02 AM N
9:54 AM S / 10:02 AM N	10:07	10:16	10:21	10:24	10:27	10:34	10:37	10:38	10:39			
			11:10	11:13	11:16	11:23	11:26	11:27	11:28	11:33	11:43	11:54 AM S / 12:02 PM N
11:54 AM S / 12:02 PM N	12:07	12:16	12:21	12:24	12:27	12:34	12:37	12:38	12:39			
			1:10	1:13	1:16	1:23	1:26	1:27	1:28	1:33	1:43	1:54 PM S / 2:02 PM N
1:54 PM S / 2:02 PM N	2:07	2:16	2:21	2:24	2:27	2:34	2:37	2:38	2:39			
			3:10	3:13	3:16	3:23	3:26	3:27	3:28	3:33	3:43	3:54 PM S / 4:02 PM N
3:54 PM S / 4:02 PM N	4:07	4:16	4:21	4:24	4:27	4:34	4:37	4:38	4:39			
			5:10	5:13	5:16	5:23	5:26	5:27	5:28	5:33	5:43	5:54 PM S / 6:02 PM N

Tracking No. _____

AGENDA ITEM NO. _____

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING
BOARD MEETING: DECEMBER 8, 2006

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

AGREEMENT NO. 06-117
CSX TRANSPORTATION, INC.
FOR PROVISION OF GENERAL FLAGGING SERVICES

REQUESTED ACTION:

MOTION TO APPROVE: Agreement No. 06-117, between the South Florida Regional Transportation Authority (SFRTA) and CSX Transportation, Inc. (CSX) for General Flagging Services.

SUMMARY EXPLANATION AND BACKGROUND:

In conjunction with the SFRTA System Safety Program Plan, SFRTA requires flagging services when maintenance staff are working within close proximities of the rail corridor.

Agreement No. 06-117 for General Flagging Services with CSX will allow for flagging services that may be required during maintenance of SFRTA facilities.

Department: Operations
Project Manager: Edward Byers

Department Director: Bradley Barkman
Procurement Director: Christopher Bross

FISCAL IMPACT: Funding is available in SFRTA's Operating Budget

EXHIBITS ATTACHED: Exhibit 1 – Agreement No. 06-117

AGREEMENT NO. 06-117
CSX TRANSPORTAION, INC.
FOR PROVIDING GENERAL FLAGGING SERVICES

Recommended by: _____

Department Director Date

Approved by: _____

Contracts Director Date

Authorized by: _____

Executive Director Date

Approved as to Form by: _____

General Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro _____ Yes _____ No

James A. Cummings _____ Yes _____ No

Marie Horenburger _____ Yes _____ No

Neisen Kasdin _____ Yes _____ No

Commissioner Jeff Koons _____ Yes _____ No

John Martinez _____ Yes _____ No

George A. Morgan, Jr. _____ Yes _____ No

Commissioner James A. Scott _____ Yes _____ No

Bill T. Smith _____ Yes _____ No

Tracking No. _____
 Page two

AGENDA ITEM NO.

AGREEMENT NO. 06-117
CSX TRANSPORTATION, INC.
FOR PROVIDING GENERAL FLAGGING SERVICES

Recommended by: _____
 Department Director Date

Approved by: _____
 Contracts Director Date

Authorized by: _____
 Executive Director Date

Approved as to Form:  11/14/06
 General Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro _____ Yes _____ No

James A. Cummings _____ Yes _____ No

Marie Horenburger _____ Yes _____ No

Neisen Kasdin _____ Yes _____ No

Commissioner Jeff Koons _____ Yes _____ No

John Martinez _____ Yes _____ No

George A. Morgan, Jr. _____ Yes _____ No

Commissioner James A. Scott _____ Yes _____ No

Bill T. Smith _____ Yes _____ No

RAILROAD REIMBURSEMENT AGREEMENT NO. _____
WATCHMAN OR FLAGGING SERVICE
SOUTH FLORIDA RAIL CORRIDOR ONLY

THIS AGREEMENT, made and entered into this _____ day of _____ by and between the SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY, a body politic and corporate, a public instrumentality and an agency of the State of Florida pursuant to Florida Statutes, Chapter 343, hereinafter called the **SFRTA**, and, CSX TRANSPORTATION, INC., a corporation organized and existing under the laws of Virginia, with its place of business in the City of Jacksonville, County of Duval, State of Florida, hereinafter called the **CSXT**.

EXPLANATORY STATEMENT

A. Pursuant to the Operating and Management Agreement-Phase A, dated May 11, 1988, as amended ("**OMAPA**"), between the Florida Department of Transportation ("**DEPARTMENT**") and **CSXT**, **CSXT** operates and manages rail operations within the Corridor (as defined by **OMAPA**).

B. **SFRTA** and/or its agents, contractors, or assigns ("Contractor") is responsible for the general maintenance and upkeep of **SFRTA** facilities within the South Florida Rail Corridor ("**SFRC**"), hereinafter called the **PROJECT**.

C. Portions of said general maintenance activities will require construction personnel and equipment to work and operate on, over, or in close proximity to the rail operations within the **SFRC**.

D. Safety of railroad operations is essential during certain periods of the **PROJECT** where in these types of maintenance activities are being carried out.

E. Protective services to insure safety of the railroad operations (watchperson or flagging services) are desired by **SFRTA** or required by applicable safety standards and can be furnished by **CSXT** at **SFRTA**'s expense.

NOW, THEREFORE, in consideration of the foregoing Explanatory Statement, and other good and valuable consideration, the receipt and sufficiency of which are acknowledged by the parties, the parties agree as follows:

1. Scope of Flagging Services. **CSXT** shall provide all necessary flagging services as mutually agreed to by **SFRTA** in connection with the **PROJECT**.

2. Maintenance Schedule: **SFRTA** will require its Contractor to schedule all maintenance activities so as to minimize the need for protective services by **CSXT**.

3. Compensation.

(a) Reimbursable Costs. In consideration for **CSXT's** flagging services, **SFRTA** shall reimburse **CSXT** for all costs and expenses that are incurred by **CSXT** in the provision of such services and would be reimbursable pursuant to 23 CFR, Part 140, Subpart I ("Reimbursable Costs"), including, but not limited to:

(i) Labor Costs: Wages or salaries, fringe benefits, travel, meal and lodging expenses, and all additives paid to or for all persons within the direct employ of **CSXT** in the actual performance of flagging services;

(ii) Indirect Costs: Labor overhead will be added to the base labor rates in accordance with **CSXT's** Force Account Expenditure Schedule EB-5, as amended from time to time.

(iii) Other Costs and Expenses: Other related expenses for equipment, tools, and other incidentals expended or employed in connection with the **PROJECT**.

For the purposes of determining Reimbursable Costs, **SFRTA** shall be responsible for: (i) all hours during which a flagger must be present at the work site, beginning with the first day which **CSXT** requires that a flagger be present and continuing until the flagger is no longer required; and (ii) all hours spent by the flagger off site in preparation for or in connection with the services to be performed on site (including, but not limited to, installation of advance warning signs, requests for track time, coordination with dispatchers, documentation of field activities, and related administrative matters).

(b) Payment Terms.

(i) Payment Date. **SFRTA** shall pay **CSXT** for its Reimbursable Cost, within thirty (30) days after **SFRTA** receives an invoice for such Reimbursable Costs.

(ii) Invoices. **CSXT** may submit its invoices to **SFRTA** periodically during the course of the **PROJECT** and shall submit a final invoice for Reimbursable Costs within one hundred twenty (120) days following delivery of notice by **SFRTA** to **CSXT** that the **PROJECT** has been completed.

(iii) Delinquencies: In the event that **SFRTA** fails to timely pay to **CSXT** all amounts due **CSXT**, pursuant to Section 3(b)(i) when due, **CSXT** shall be entitled to immediately cease flagging services for the **PROJECT** and all work requiring flagging services on the **PROJECT** by **SFRTA** and its Contractors shall also terminate, upon delivery of notice by **CSXT** to **SFRTA**, unless and until **SFRTA** shall pay to **CSXT** such delinquent sum. Delinquent sums shall bear interest at the rate of twelve percent (12%) per annum.

(iv) Disputes. Disputes regarding invoices shall be resolved in accordance with Section 218.735 of the Florida Statutes. If the parties are unable to resolve such disputes in accordance with that Section, either party may elect to

submit the dispute to binding arbitration in accordance with the Commercial Rules of the American Arbitration Association, which proceedings shall take place in Jacksonville, Florida. The prevailing party shall be entitled to reimbursement of all of its expenses and attorney's fees.

4. OMAPA. Nothing contained in this Agreement shall be deemed to abrogate or diminish, in any respect, any of **CSXT's** rights under OMAPA.

5. Term. Unless terminated as provided for in Sections 6, 7 and/or 8, this Agreement shall continue in effect for a term of one (1) year. Thereafter, this Agreement shall continue for successive periods of one (1) year each; PROVIDED, HOWEVER, that **CSXT** has given **SFRTA** no notice of any default hereunder on the part of **SFRTA** which, as of the date of such renewal, **SFRTA** has failed to cure and is not diligently endeavoring to cure.

6. CSXT Default. In the event of **CSXT's** actual or purported failure to provide flagging services pursuant to this Agreement, **SFRTA's** sole remedy shall be to terminate **CSXT's** services under this Agreement by delivery of notice to **CSXT**, which termination shall be effective no earlier than fifteen (15) calendar days following delivery of such notice to **CSXT**.

7. Termination by SFRTA for Convenience. **SFRTA** may elect to terminate **CSXT's** services pursuant to this Agreement by delivery of notice to **CSXT**. Such termination shall be effective as of the date set forth in such notice, but no earlier than fifteen (15) calendar days following delivery of such notice to **CSXT**.

8. Termination by CSXT. **CSXT** may elect to terminate its flagging services pursuant to this Agreement, by delivery of notice to **SFRTA**, upon the occurrence of a failure by **SFRTA** to pay when any amounts due to **CSXT**, pursuant to Section 3 (b) (i), or the failure of **SFRTA** or any of its Contractors, or its Subcontractors, agents or employees to abide by **CSXT's** requirements and rights under OMAPA. Such termination shall be effective as of the date and to the extent specified by **CSXT's** notice to **SFRTA**, but no earlier than fifteen (15) calendar days following delivery of such notice to **SFRTA**.

9. Effect and Consequences of Termination of CSXT's Services. In the event of the termination of **CSXT's** flagging services under this Agreement pursuant to Sections 6, 7, or 8, then, **CSXT** shall be entitled to reimbursement of all of its Reimbursable Costs through the effective date of termination.

10. Indemnification. **SFRTA**, as an agency of the State of Florida, shall comply with the provisions of paragraph 24.01 of OMAPA regarding indemnification.

11. Insurance. During the term of the **PROJECT**, **SFRTA** shall maintain insurance policies in accordance with OMAPA, naming **CSXT** as an additional named insured, and insuring **CSXT** and its affiliates against all liability arising from or related to the services provided under this Agreement. **SFRTA** further agrees that it shall obtain from its insurers and provide to **CSXT** endorsements to such insurance policies evidencing coverage of this **PROJECT**.

12. Notices.

(i) Manner of Delivery: All notices, requests, demands and other communications with respect to this Agreement shall be in writing, and shall be delivered by hand, sent prepaid overnight courier service or sent by United States Postal Service, certified, postage prepaid, return receipt requested, to the following address, or such other address as may be designated by either party by delivery of prior notice to the other party:

If to **SFRTA**: South Florida Regional Transportation Authority
800 NW 3rd Street, Suite 100
Pompano Beach, FL 33064
Attention: Bradley Barkman
Director of Operations

With a copy to: South Florida Regional Transportation Authority
800 NW 3rd Street, Suite 100
Pompano Beach, FL 33064
Attention: Lauran Mehalik
Project Manager

If to **CSXT**: CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
Attention: Chief Engineer Design & Construction

With a copy to: CSX Transportation, Inc.
200 SW 21st Terrace
Ft. Lauderdale, FL 33312
Attention: Senior Transportation/Project Coordinator

(i) Delivery Date: Any notice, request, demand or other communication delivered or sent in the manner provided above shall be deemed delivered: (i) if by delivery by hand, on the date such notice is actually delivered; (ii) if sent by overnight courier service, on the next business day on which it is sent; and (iii) if sent by United States Postal Service, on the date on which receipt was acknowledged on the return receipt.

13. Miscellaneous.

(a) Benefit. The provisions of this Agreement shall inure to the benefit of and be binding upon the permitted successors and assigns of **SFRTA** and **CSXT**.

(b) Prohibition Against Assignment. Neither party shall assign any of its rights or obligations under this Agreement, without the prior written consent of the other party, which consent may be withheld for any reason.

(c) Entire Agreement. This Agreement, subject to OMAPA, constitutes the entire agreement of the parties with respect to its subject matter.

(d) Amendment. This Agreement may be amended only by a written instrument executed and delivered by both parties.

IN WITNESS WHEREOF, the parties have made and executed this Agreement on the respective date under each signature: CSX TRANSPORTATION, INC., signing by and through its Chief Engineer – Design and Construction, duly authorized to execute same and SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY, signing by and through its Chair, authorized to execute same by Board action on the ____ day of _____, 2006.

Attest:

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

Executive Director

(SFRTA SEAL)

By: _____

_____, Chair

_____ Day of _____, 2006.

General Counsel, SFRTA

_____, Director

Contracts Administration
& Procurement

ATTEST:

CSX TRANSPORTATION, INC.

Witness Signature

By: _____

Dale W. Ophardt
Chief Engineer–Design & Construction

(Corporate Seal)

_____ Day of _____, 2006.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: DECEMBER 8, 2006

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

REQUEST FOR ADDITIONAL VOTING MEMBERS TO THE
OPERATIONS TECHNICAL COMMITTEE

REQUESTED ACTION:

MOTION TO APPROVE: Additional voting members (see Exhibit 1) to the Operations Technical Committee (OTC) from the South Florida region to include Trolley Operators of various municipalities that connect with transit systems currently represented on the Committee.

SUMMARY EXPLANATION AND BACKGROUND:

On December 12, 2003, the SFRTA Governing Board approved an item creating the Operations Technical Committee. The committee's function is to provide technical recommendations to the Board, through the Executive Director, regarding transit operations in the SFRTA service area.

Amongst other issues, this committee provides technical recommendations on operational issues related to:

- Improving ridership;
- Expanding service area;
- Proposing schedule changes; and
- Improving coordination with other transit agencies, including feeder-bus service.

The OTC members recommend that municipal Trolleys Operators be invited as voting members to the Committee. Trolley connections within the regional systems will improve options for the commuting public.

Department: Operations
Project Manager: Bradley Barkman

Department Director: Bradley Barkman
Procurement Director: Christopher Bross

FISCAL IMPACT: None

EXHIBITS ATTACHED: Exhibit 1- Voting Members and Proposed Additional Voting Members

REQUEST FOR ADDITIONAL VOTING MEMBERS TO THE
OPERATIONS TECHNICAL COMMITTEE

Recommended by:  11/22/06 Approved by:  _____
Department Director Date Contracts Director Date

Authorized by:  11/22/06 Approved as to Form by: _____
Executive Director Date General Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro	_____ Yes _____ No	Commissioner Jeff Koons	_____ Yes _____ No
James A. Cummings	_____ Yes _____ No	John Martinez	_____ Yes _____ No
Marie Horenburger	_____ Yes _____ No	George A. Morgan, Jr.	_____ Yes _____ No
Neisen Kasdin	_____ Yes _____ No	Commissioner James A. Scott	_____ Yes _____ No
Bill T. Smith	_____ Yes _____ No		

AGENDA ITEM NO.

Tracking No. _____

Page 2

REQUEST FOR ADDITIONAL VOTING MEMBERS TO THE
OPERATIONS TECHNICAL COMMITTEE

Recommended by: _____
Department Director DateApproved by: _____
Contracts Director DateAuthorized by: _____
Executive Director Date

Approved as to Form: _____

General Counsel

11/20/06
Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro

_____ Yes _____ No

James A. Cummings

_____ Yes _____ No

Marie Horenburger

_____ Yes _____ No

Neisen Kasdin

_____ Yes _____ No

Bill T. Smith

_____ Yes _____ No

Commissioner Jeff Koons

_____ Yes _____ No

John Martinez

_____ Yes _____ No

George A. Morgan, Jr.

_____ Yes _____ No

Commissioner James A. Scott

_____ Yes _____ No

Exhibit I

REQUEST FOR ADDITIONAL VOTING MEMBERS TO THE
OPERATIONS TECHNICAL COMMITTEE

The current voting members:

- SFRTA Operations Director or Manager (1)
- Palm Beach County Transit Representative (1)
- Broward County Transit Representative (1)
- Miami-Dade County Transit Representative (1)
- Local Transportation Management Associations Representatives (SunTrolley)
- South Florida Commuter Services Representative (1)
- Florida Department of Transportation Representative (1)
- Amtrak (1)
- CSXT (1) and
- FEC (1)

Proposed additional municipal Trolley System voting members:

- West Palm Beach (1)
- Lake Worth (1)
- Boynton Beach (1)
- Delray (1)
- Boca Raton (1)
- Deerfield Beach (1)
- Coconut Creek (1)
- Hollywood (1)
- Hialeah (1)
- Miami (1)

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: DECEMBER 8, 2006

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

FISCAL YEAR 2006 TRANSIT SECURITY GRANT PROGRAM

REQUESTED ACTION:

MOTION TO APPROVE: Grant Agreement between the South Florida Regional Transportation Authority (SFRTA) and the State of Florida Department of Community Affairs (DCA) Division of Emergency Management for financial assistance for Transit Security Grant Program (TSGP) in the amount of \$342,944.

SUMMARY EXPLANATION AND BACKGROUND:

On September 24, 2004, the SFRTA Governing Board approved the Grant Agreement between the SFRTA and the DCA for the Fiscal Year 2004 Urban Areas Security Initiatives (UASI) program in the amount of \$795,280; and on March 24, 2006, the SFRTA Governing Board approved the Grant Agreement between the SFRTA and the DCA for the Fiscal Year 2005 Transit Security Grant Program (TSGP) for \$732,232.

The Department of Homeland Security (DHS) Infrastructure Protection Program (IPP) is an important component of the Administration's larger coordinated effort to strengthen the security of America's critical infrastructure. DHS is awarding nearly \$400 million through the fiscal year (FY) 2006 IPP, which incorporates seven programs that support major critical infrastructure sectors. The seven DHS IPP programs include the FY 2006 TSGP. On July 6, 2006, DHS announced the availability of the FY 2006 TSGP, which contains funds for rail transit systems, including commuter, light rail and heavy rail, as well as funding for intra-city bus and ferry systems. The mission of the FY 2006 TSGP is to create a sustainable, risk-based effort for the protection of critical transit infrastructure from terrorism, especially explosives and non-conventional threats that would cause major disruption to commerce and significant loss of life.

(Continued on page 2)

Department: Planning & Capital Development
Project Manager: Bradley Barkman

Department Director: Jack Stephens
Contracts Director: Chris Bross

FISCAL IMPACT: The Grant will increase the SFRTA's Fiscal Year 2006-07 Capital Budget by \$342,944.

EXHIBITS ATTACHED: Exhibit 1 - Grant Agreement (To be distributed under separate cover)

FISCAL YEAR 2006 TRANSIT SECURITY GRANT PROGRAM

SUMMARY EXPLANATION AND BACKGROUND: (Continued)


Under the FY 2006 TSGP, awards decisions were made according to a two-tiered approach. Regional rail and intra-city bus transit systems were assigned to two-tier levels according to a DHS threat and risk analysis. Funding allocations were pre-determined for the higher risk, Tier 1 rail and intra-city bus transit systems and those allocation amounts were announced in July 2006 and DHS has now obligated funds to those agencies. Regional rail and intra-city bus transit systems assigned to Tier 2 competed for available resources. Award decisions for those rail and intra-city bus transit assigned to Tier 2 were made following a review of applications by subject matter experts according to criteria outlined in the program guidance and application kit. The Department is awarding a total of \$135,998,093 for the FY 2006 TSGP. Tier 1 allocations totaled approximately \$123 million. Tier 2 allocations totaled \$12,998,093 million.

Of the total \$1,776,140 million requested for the Miami/Fort Lauderdale Urban Area, SFRTA was awarded \$195,344 for a Station Security Camera System and \$147,000 for Blast Resistant Trash Receptacles; a total of \$342,944 for the Tri-Rail Commuter Rail System with \$600,000 going to Broward County Transit (BCT) and the remaining \$274,368 going to Miami-Dade Transit (MDT).

Staff is requesting approval of the Grant Agreement between the SFRTA and the DCA to secure the \$342,944 necessary to successfully address and enhance the security needs of the Tri-Rail Commuter Rail System.

FISCAL YEAR 2006 TRANSIT SECURITY GRANT PROGRAM

Recommended by:  11/22/06
Department Director Date

Authorized by:  11/22/06
Executive Director Date

Approved by: 
Contracts Director Date

Approved as to Form by: _____
General Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro _____ Yes _____ No
James A. Cummings _____ Yes _____ No
Marie Horenburger _____ Yes _____ No
Neisen Kasdin _____ Yes _____ No
Bill T. Smith _____ Yes _____ No

Commissioner Jeff Koons _____ Yes _____ No
John Martinez _____ Yes _____ No
George A. Morgan, Jr. _____ Yes _____ No
Commissioner James A. Scott _____ Yes _____ No

Tracking No. _____
 Page 3

AGENDA ITEM NO.

FISCAL YEAR 2006 TRANSIT SECURITY GRANT PROGRAM

Recommended by: _____
 Department Director Date

Approved by: _____
 Contracts Director Date

Authorized by: _____
 Executive Director Date

Approved as to Form by [Signature] 11/14/06
 General Counsel Date

Board Action:

Approved: ____ Yes ____ No

Vote: ____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro ____ Yes ____ No
 James A. Cummings ____ Yes ____ No
 Marie Horenburger ____ Yes ____ No
 Neisen Kasdin ____ Yes ____ No
 Bill T. Smith ____ Yes ____ No

Commissioner Jeff Koons ____ Yes ____ No
 John Martinez ____ Yes ____ No
 George A. Morgan, Jr. ____ Yes ____ No
 Commissioner James A. Scott ____ Yes ____ No

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: DECEMBER 8, 2006

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

FOURTH AMENDMENT TO AGREEMENT No. 01-611
WITH C² GROUP, LLC
FOR FEDERAL LEGISLATIVE CONSULTANT SERVICES

REQUESTED ACTION:

MOTION TO APPROVE: Fourth Amendment to Agreement No. 01-611 between South Florida Regional Transportation Authority (SFRTA) and the C² Group, LLC for federal legislative consultant services, to extend contract term through January 31, 2007, in the firm fixed price amount of \$8,167 per month.

SUMMARY EXPLANATION AND BACKGROUND:

On August 24, 2001, the Board approved Agreement No. 01-611 with C² Group, LLC to provide legislative consultant services for a period of three (3) years, with two (2) one (1) year renewal options. The Agreement was for \$98,000 annually. The C² Group, LLC provides extensive knowledge of federal government processes and experience in Washington; has first hand experience in the transit industry and has extensive contacts with the Federal Transit Administration (FTA), Federal Railroad Administration (FRA), CSXT and Amtrak.

Mr. John Cline of C² Group, LLC was instrumental in securing the Full Funding Grant Agreement (FFGA) for the Double Track Corridor Improvement Program Segment 5 Project. In addition, the C² Group assisted staff in securing annual federal appropriations as committed in the FFGA and also in securing authorization of the Segment 5 Project, Jupiter Corridor, Florida East Coast (FEC) Corridor and Scripps Corridor in the SAFETEA-LU Reauthorization Bill.

(Continued on page 2)

Department: Planning and Capital Development
Project Manager: Cheryl Clark

Department Director: Jack Stephens
Contracts Director: Chris Bross

FISCAL IMPACT: Funding in the amount of \$8167.00 for this amendment is available in the Department's FY 2006-07 Operating Budget.

EXHIBITS ATTACHED: Exhibit I - Fourth Amendment to Agreement No. 01-611

FOURTH AMENDMENT TO AGREEMENT No. 01-611
WITH C² GROUP, LLC
FOR FEDERAL LEGISLATIVE CONSULTANT SERVICES

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

During the second session of the 109th U.S. Congress, Mr. Cline has assisted SFRTA staff in the federal appropriations process. The SFRTA is currently in the process of reviewing proposals for federal legislative consultant services. Staff does not expect that process to be completed and approved until the January 2007 Board Meeting. So that there is not a lapse in coverage for federal legislative consultant services, it is in the best interest of SFRTA to extend the C² Group contract through January 31, 2007. The C² Group, LLC will continue to assist staff in reviewing, analyzing and tracking all federal legislation that may have an impact on the SFRTA. Additionally, the C² Group, LLC will continue to work with Congressional members and committee staff on annual appropriations, securing the maximum amount of funding for SFRTA in any given year. Staff is now recommending approval of the Fourth Amendment to the Agreement.

FOURTH AMENDMENT TO AGREEMENT No. 01-611
WITH C² GROUP, LLC
FOR FEDERAL LEGISLATIVE CONSULTANT SERVICES

Recommended by: [Signature] 11/22/06 Approved by: [Signature] 11/20/06
Department Director Date Contracts Director Date

Authorized by: [Signature] 11/22/06 Approved as to Form by: [Signature] 11/20/06
Executive Director Date General Counsel Date
Staff

Board Action:

Approved: ____ Yes ____ No

Vote: ____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro	____ Yes ____ No	Commissioner Jeff Koons	____ Yes ____ No
James A. Cummings	____ Yes ____ No	John Martinez	____ Yes ____ No
Marie Horenburger	____ Yes ____ No	George A. Morgan, Jr.	____ Yes ____ No
Neisen Kasdin	____ Yes ____ No	Commissioner James A. Scott	____ Yes ____ No
Bill T. Smith	____ Yes ____ No		



FOURTH AMENDMENT TO AGREEMENT NO. 01-611

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

C² GROUP, LLC

FOR

FEDERAL LEGISLATIVE CONSULTANT SERVICES

FOURTH AMENDMENT TO AGREEMENT NO. 01-611

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

C² GROUP, LLC

FOR

FEDERAL LEGISLATIVE CONSULTANT SERVICES

This is a Fourth Amendment to the Agreement for Federal Legislative Consultant Services between **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY**, formerly known as the Tri-County Commuter Rail Authority or TCRA, a body politic and corporate, a public instrumentality and an agency of the State of Florida pursuant to Florida Statutes, Chapter 343, hereinafter referred to as “**SFRTA**” and **C² GROUP, LLC**, hereinafter referred to as “**CONSULTANT**”.

WHEREAS, on August 1, 2003, the **SFRTA** was established pursuant to amendments to Chapter 343, Florida Statutes (“F.S.”); and

WHEREAS, pursuant to the above-referenced amendments to Chapter 343, F.S., the **SFRTA** is the successor and assignee of TCRA and inherited all rights, assets, labor agreements, appropriations, privileges, and obligations of TCRA; and

WHEREAS, on August 24, 2001, **CONSULTANT** and TCRA entered into a three-year Agreement hereinafter referred to as “Agreement” in the firm fixed price amount of \$98,000 per year; and

WHEREAS, on July 16, 2004, the First Amendment to the Agreement between **CONSULTANT** and **SFRTA** was executed to exercise the first of two one-year renewal options as authorized by the terms and conditions of the Agreement in the firm fixed price amount of \$98,000; and

WHEREAS, on September 23, 2005, the Second Amendment to the Agreement between **CONSULTANT** and **SFRTA** was executed to exercise the second of two one-year renewal options as authorized by the terms and conditions of the Agreement in the firm fixed price amount of \$98,000; and

WHEREAS, on June 23, 2006, the Third Amendment to the Agreement between **CONSULTANT** and **SFRTA** was executed to extend the period of performance through December 31, 2006; and

WHEREAS, Agreement No. 01-611 with **CONSULTANT** is scheduled to expire on December 31, 2006; and

WHEREAS, in order to avoid a lapse in coverage for federal legislative consultant services, it is in the best interest of **SFRTA** to continue its contractual relationship with **CONSULTANT** by extending the Agreement through January 31, 2007;

NOW, THEREFORE, IN CONSIDERATION of the promises, mutual covenants and obligations herein contained, and subject to the terms and conditions hereinafter stated, the parties hereto agree to amend the Agreement as follows:

1. TERM is amended to read as follows:

CONSULTANT shall perform the services described in Section 3.0, Scope of Services, as directed by the Project Manager. The period of performance shall be effective from issuance of a Notice to Proceed through ~~December 31, 2006~~ January 31, 2007.

2. COMPENSATION is amended to read as follows:

SFRTA agrees to pay the CONSULTANT as specified in the General Terms & Conditions the firm fixed price amount of Ninety Eight Thousand Dollars (\$98,000) annually through September 17, 2006 and Eight Thousand One Hundred Sixty-seven Dollars (\$8,167) per month to be prorated for the month of September 2006 and paid in full each month thereafter through and including ~~December 2006~~ January 2007.

Except to the extent amended, the Agreement shall remain in full force and effect. In the event of any conflict between the terms of this Forth Amendment to the Agreement and the Agreement, the parties hereby agree that this document shall control.

IN WITNESS WHEREOF, the parties have made and executed this Fourth Amendment to the Agreement on the respective date under each signature: **C² GROUP, LLC**, signing by and through its _____, duly authorized to execute same and **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY**, signing by and through its Chair, authorized to execute same by Board action on the ____ day of _____, 2006.

SFRTA

ATTEST:

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

JOSEPH GIULIETTI
EXECUTIVE DIRECTOR

By _____
COMMISSIONER BRUNO BARREIRO,
CHAIR

_____ DAY OF _____, 2006

(SFRTA SEAL)

Approved as to form by:

CHRIS BROSS, Director
Procurement

Jeffrey D. Olson
Staff Counsel, SFRTA

ATTEST:

C² GROUP, LLC

WITNESS

PRESIDENT OR VICE-PRESIDENT

(Corporate Seal)

_____ DAY OF _____, 2006

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: DECEMBER 8, 2006

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

SOUTH FLORIDA EAST COAST CORRIDOR (SFECC)
TRANSIT ANALYSIS STUDY

REQUESTED ACTION:

MOTION TO APPROVE:

Endorsement of the following Tier I recommendations compiled as part of the South Florida East Coast Corridor (SFECC) Study:

1. Divide the corridor into the South, Center, North and Full-Corridor study sections for detailed Tier II alternatives analyses and conceptual engineering study.
2. Acceptance of the recommended, appropriate technology set for each of the four recommended Tier II study sections.
3. Acceptance of the recommended, appropriate alignment set for each of the four recommended Tier II study sections.

SUMMARY EXPLANATION AND BACKGROUND:

SFECC Transit Analysis Study is studying how to best develop high performance passenger transit service within the 85-mile study corridor that extends from Downtown Miami to Jupiter and approximately one mile on either side of the Florida East Coast railway (FECR) right-of-way. This corridor serves numerous existing and planned transit system hubs and activity centers including the three major seaports, international airports, State and Private universities as well as downtowns and employment destinations. The Federal Transit Administration (FTA) and National Environmental Policy Act (NEPA) processes are being followed, meaning that reasonable transit alternatives (alignments and technologies) within the study corridor are being identified and evaluated. The objective of the study is to expedite transit development in the corridor through environmental streamlining and a tiered environmental decision making process, allowing for resolution and documentation of key issues.

(Continued on page 2)

Department: Planning and Capital Development
Project Manager: William Cross

Department Director: Jack Stephens
Procurement Director: Chris Bross

FISCAL IMPACT: None

EXHIBITS ATTACHED: Exhibit 1- Slideshow presentation providing a brief overview of the project, a status report, and the findings and recommendations of the Tier 1 study (To be distributed under separate cover)

SOUTH FLORIDA EAST COAST CORRIDOR (SFECC)
TRANSIT ANALYSIS STUDY

SUMMARY EXPLANATION AND BACKGROUND (Continued):

The Florida Department of Transportation (FDOT) District 4 is the lead agency managing the study. Collaboration on this effort includes the three Metropolitan Planning Organizations (MPOs) Broward, Miami-Dade and Palm Beach who are the principal sponsors of the study, the three counties' Transit Agencies, the South Florida Regional Transportation Authority (SFRTA), and FDOT District 6.

Study activities have included significant data collection, origin-destination and on-board transit surveys, travel demand modeling, preparation of a comprehensive Advance Notification package, development of a project website, several NEPA activities (i.e., assessment of existing conditions, affected environment, cultural resources and development of a Draft Programmatic Environmental Impact Statement) and numerous public involvement activities.

Tier I recommendations for the SFECC Study are scheduled to be submitted to the Federal Transit Administration and other reviewing agencies in January 2007. An endorsement of the following recommendations is being sought from the SFRTA Governing Board and the Governing Boards of each of the three MPOs:

1. Divide the corridor into the South, Center, North and Full-Corridor study sections for detailed Tier II alternatives analyses and conceptual engineering study.
2. Acceptance of the recommended, appropriate technology set for each of the four recommended Tier II study sections.
3. Acceptance of the recommended, appropriate alignment set for each of the four recommended Tier II study sections.

FDOT and a representative from its Consultant Team will be in attendance to make a presentation and address questions. The presentation will provide a brief overview of the project, a status report, and the findings and recommendations of the Tier 1 study.

SOUTH FLORIDA EAST COAST CORRIDOR (SFECC)
TRANSIT ANALYSIS STUDY

Recommended by:  11/22/09
Department Director Date

Approved by: 
Contracts Director Date

Authorized by:  11/22/09
Executive Director Date

Approved as to Form by: _____
General Counsel Date

Board Action:

Approved: ____ Yes ____ No

Vote: ____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro ____ Yes ____ No

James A. Cummings ____ Yes ____ No

Marie Horenburger ____ Yes ____ No

Neisen Kasdin ____ Yes ____ No

Commissioner Jeff Koons ____ Yes ____ No

John Martinez ____ Yes ____ No

George A. Morgan, Jr. ____ Yes ____ No

Commissioner James A. Scott ____ Yes ____ No

Bill T. Smith ____ Yes ____ No

Tracking No. _____
 Page 3

AGENDA ITEM NO.

SOUTH FLORIDA EAST COAST CORRIDOR (SFECC)
TRANSIT ANALYSIS STUDY

Recommended by: _____
 Department Director Date

Approved by: _____
 Contracts Director Date

Authorized by: _____
 Executive Director Date

Approved as to Form by:  11/14/06
 General Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro _____ Yes _____ No

James A. Cummings _____ Yes _____ No

Marie Horenburger _____ Yes _____ No

Neisen Kasdin _____ Yes _____ No

Commissioner Jeff Koons _____ Yes _____ No

John Martinez _____ Yes _____ No

George A. Morgan, Jr. _____ Yes _____ No

Commissioner James A. Scott _____ Yes _____ No

Bill T. Smith _____ Yes _____ No

Tracking No. _____

AGENDA ITEM NO.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: DECEMBER 8, 2006

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

SUPPLEMENT ONE TO LUMP SUM LOCALLY FUNDED AGREEMENT
WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION
FOR CONSUMER INFORMATION NETWORK OPERATIONS AND CUSTOMER CARE COSTS

REQUESTED ACTION:

MOTION TO APPROVE: Supplement One, in the amount of \$75,233.29, to the Lump Sum Locally Funded Agreement between the State of Florida Department of Transportation (FDOT) and the South Florida Regional Transportation Authority (SFRTA), dated November 8, 2004, for Consumer Information Network Operations and Customer Care Costs (the "Agreement").

SUMMARY EXPLANATION AND BACKGROUND:

On November 8, 2004, the Board approved the Agreement for \$498,882.33 payable over four (4) years.

Additional services are being sought by the SFRTA, whose costs are detailed in Exhibit 1.

Department: Finance and Information Technology
Project Manager: Michael H. Kanefsky

Department Director: Edward Woods
Contracts Director: Chris Bross

FISCAL IMPACT: Funding in the amount of \$75,233.29 for this amendment is available in the Department's FY 2006-07 Operating Budget.

EXHIBITS ATTACHED: Exhibit I – Supplement One with Attachments

SUPPLEMENT ONE TO LUMP SUM LOCALLY FUNDED AGREEMENT
WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION
FOR CONSUMER INFORMATION NETWORK OPERATIONS AND CUSTOMER CARE COSTS

Recommended by: _____ Approved by: Chris Gross 11/29/06
Department Director Date Contracts Director Date

Authorized by: [Signature] 11/22/06 Approved as to Form by: _____
Executive Director Date General Counsel Date

Board Action:

Approved: ____ Yes ____ No

Vote: ____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro	____ Yes ____ No	Commissioner Jeff Koons	____ Yes ____ No
James A. Cummings	____ Yes ____ No	John Martinez	____ Yes ____ No
Marie Horenburger	____ Yes ____ No	George A. Morgan, Jr.	____ Yes ____ No
Neisen Kasdin	____ Yes ____ No	Commissioner James A. Scott	____ Yes ____ No
Bill T. Smith	____ Yes ____ No		

Tracking No. _____

AGENDA ITEM NO.

Page 2

SUPPLEMENT ONE TO LUMP SUM LOCALLY FUNDED AGREEMENT
WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION
FOR CONSUMER INFORMATION NETWORK OPERATIONS AND CUSTOMER CARE COSTS

Recommended by: _____
 Department Director Date

Approved by: _____
 Contracts Director Date

Authorized by: _____
 Executive Director Date

Approved as to Form by  11/20/06
 General Counsel Date

Board Action:

Approved: ____ Yes ____ No

Vote: ____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro ____ Yes ____ No

Commissioner Jeff Koons ____ Yes ____ No

James A. Cummings ____ Yes ____ No

John Martinez ____ Yes ____ No

Marie Horenburger ____ Yes ____ No

George A. Morgan, Jr. ____ Yes ____ No

Neisen Kasdin ____ Yes ____ No

Commissioner James A. Scott ____ Yes ____ No

Bill T. Smith ____ Yes ____ No

**SUPPLEMENT ONE TO LUMP SUM LOCALLY FUNDED AGREEMENT BETWEEN
THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
AND SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY**

CONSUMER INFORMATION NETWORK OPERATIONS AND CUSTOMER CARE COSTS

This Supplement One to that certain Lump Sum Locally Funded Agreement, dated November 8, 2004 ("CONTRACT"), which is incorporated by reference as if fully set forth herein, between the State of Florida Department of Transportation ("DEPARTMENT") and South Florida Regional Transportation Authority ("SFRTA") for the operations and customer care costs associated with the implementation of the Consumer Information Network ("CIN"), programmed under Financial Project Number 414756-1-8B-03 ("PROJECT"), is entered into this ____ day of _____, 2006.

WHEREAS, the CONTRACT was entered into by both parties pursuant to the approval of both the DEPARTMENT and the SFRTA in the total amount of Four Hundred Ninety-Eight Thousand Eight Hundred Eighty-Two Dollars and Thirty-Three Cents (\$498,882.33), payable over four (4) years, for PROJECT costs; and

WHEREAS, it is necessary to increase the total contract amount by Seventy-Five Thousand Two Hundred Thirty-Three Dollars and Twenty-Nine Cents (\$75,233.29), as requested by the SFRTA, to fund additional PROJECT services and hardware, as detailed in the attached Exhibit "A-1", which is incorporated herein by reference; and

WHEREAS, the SFRTA approves the increase in the total contract amount from Four Hundred Ninety-Eight Thousand Eight Hundred Eighty-Two Dollars and Thirty-Three Cents (\$498,882.33) to Five Hundred Seventy-Four Thousand One Hundred Fifteen Dollars and Sixty-Two Cents (\$574,115.62);

NOW, THEREFORE, for the considerations hereinafter set forth:

The CONTRACT dated November 8, 2004, is hereby supplemented as follows:

Year Two (2) Advanced Funds shall be increased by an amount not to exceed Seventy-Five Thousand Two Hundred Thirty-Three Dollars and Twenty-Nine Cents (\$75,233.29) to the new sum of Two Hundred Six Thousand One Hundred Sixty-Eight Dollars and Seventy-Two Cents (\$206,168.72).

All other terms and conditions of the contract are in effect and remain unchanged.

**SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY:**

By: _____
Executive Director

**ATTEST:
(SEAL)**

By: _____
Executive Office Manager

LEGAL REVIEW:

By: _____
General Counsel, SFRTA

**STATE OF FLORIDA, DEPARTMENT OF
TRANSPORTATION:**

By: _____
District Secretary

**ATTEST:
(SEAL)**

By: _____
Executive Secretary

LEGAL REVIEW:

By: _____
District General Counsel

EXHIBIT "A-1"

**CONSUMER INFORMATION NETWORK (CIN) LOCALLY FUNDED AGREEMENT (LFA) COSTS
FOR ADDITIONAL SERVICES AND HARDWARE**

Attached hereto and incorporated herein by reference.

EXHIBIT "A-1"

In accordance with Section 7, of the Locally Funded Agreement executed by South Florida Regional Transportation Authority (SFRTA) and the Florida Department of Transportation on November 8th, 2004, the additional services sought by SFRTA and their costs are detailed in Attachments I through V, attached hereto and incorporated herein by reference. SFRTA shall provide a lump sum amount of \$75,233.29 for the additional Consumer Information Network (CIN) Operations and Customer Care services sought from SmartRoute Systems, Inc. Payment for the services provided by SmartRoute Systems, Inc. will be paid out in the following manner:

Transit Property	Share of Costs	Total Advanced Funds	Payment for Year 1	Payment for Year 2	Payment for Year 3
SFRTA	20%	\$75,233.29	\$36,122.00	\$14,100.00	\$25,011.29

SFRTA agrees that it shall furnish the DEPARTMENT for deposit, the Lump Sum amount requested, fourteen (14) calendar days after receiving such notice from the DEPARTMENT. SFRTA Lump Sum amount will be deposited in the States Transportation Trust Fund in a non-interest bearing account. SFRTA'S check shall be mailed to the Florida Department of Transportation for processing as follows:

Florida Department of Transportation
Office of Comptroller, Attn: LFA Section
605 Suwannee Street
Tallahassee, Florida 32399

ATTACHMENT I

SUMMARY

OF

ADDITIONAL CONSUMER INFORMATION NETWORK OPERATIONS AND MAINTENANCE SERVICES AND COSTS

1. BREAKDOWN OF SERVICES AND TRANSIT SHARED COSTS

First Year Services	Cost of Services	Sub-Total	Share of Costs (%)	Transit Property	Cost Per Year
SRS (Development Site Servers)	\$19,113.00	\$19,113.00			
Trapeze Customization (License & Service)	\$3,000.00				
(Public Number Customization)	\$18,000.00	\$39,000.00			
(Faring Customization)	\$10,500.00		40.00%	Miami Dade Transit	\$72,244.00
(Web Customization)	\$7,500.00		* 30%	Broward Transit	\$59,848.45
Logic Tree Customizations (IVR Transfers)	\$13,500.00		20.00%	South Florida Transportation Authority	\$36,122.00
(Floodgate Enhancement)	\$24,400.00		* 10%	Palm Tran	\$23,075.55
(System Update Tool)	\$36,930.00	\$109,810.00			
(Ongoing Data Updates May 2008 thru Nov 2006)	\$24,500.00				
* (Customization of IVR to use STOPABRR for Palm Tran & Broward Transit bus stops)	\$10,480.00				
TeleAtlas Map Maintenance (Database Services April 2006 thru Nov 2006)	\$10,667.00	\$23,167.00			
(Manual Edits and Support)	\$12,500.00				
First Year Total		\$191,090.00			
Second Year Services	Cost of Services	Sub-Total	Share of Costs (%)	Transit Property	Cost Per Year
Logic Tree Customizations (Ongoing Data Updates)	\$42,000.00	\$42,000.00	40.00%	Miami Dade Transit	\$28,200.00
TeleAtlas Map Maintenance (Database Services)	\$16,000.00	\$28,500.00	30.00%	Broward Transit	\$21,150.00
(Manual Edits and Support)	\$12,500.00		20.00%	South Florida Transportation Authority	\$14,100.00
			10.00%	Palm Tran	\$7,050.00
Second Year Total		\$70,500.00			\$70,500.00
Third Year Services	Cost of Services	Sub-Total	Share of Costs (%)	Transit Property	Cost Per Year
SRS (Recurring Operations & Maintenance Services for the CIN period of Oct 1, 2008 - Nov 12, 2008)	\$54,556.43	\$54,556.43			
Logic Tree Maintenance (Ongoing Data Updates)	\$42,000.00	\$42,000.00	40.00%	Miami Dade Transit	\$50,022.57
TeleAtlas Map Maintenance (Database Services)	\$16,000.00	\$28,500.00	30.00%	Broward Transit	\$37,516.93
(Manual Edits and Support)	\$12,500.00		20.00%	South Florida Transportation Authority	\$25,011.29
			10.00%	Palm Tran	\$12,505.64
Third Year Services		\$125,056.43			\$125,056.43

2. SUMMARY OF COSTS PER TRANSIT PROPERTY

Transit Property	Share of Cost per Transit Property	Cost Per Transit Property	Payment for Year 1	Payment for Year 2	Payment for Year 3
Miami Dade Transit (414756-1-8b-01)	40.00%	\$150,466.57	\$72,244.00	\$28,200.00	\$50,022.57
Broward Transit (414756-1-8b-02)	30.00%	\$118,315.38	\$59,848.45	\$21,150.00	\$37,516.93
South Florida Transportation Authority (414756-1-8b-03)	20.00%	\$75,233.29	\$36,122.00	\$14,100.00	\$25,011.29
Palm Tran (414756-1-8b-04)	10.00%	\$42,631.19	\$23,075.55	\$7,050.00	\$12,505.64
Total Cost		\$386,646.43	\$191,090.00	\$70,500.00	\$125,056.43

ATTACHMENT II

SMARTROUTE SYSTEMS, INC

COST PROPOSAL

Item	Cost	Description
Recurring Operations and Maintenance Services for the CIN Software/Database - Period of Oct 1, 2008 thru Nov 12, 2008	\$54,556.43	System Maintenance
Hardware (2 - Development Site Servers - Dual Intel Xeon CPUs, 3.0 GHZ, 2GB Ram, RAID Controller), (8 - 36GB, 10K SCSI Drive, (RAID-1 Configuration) & (2 - Microsoft Windows 2000 Server, w/5 Client Access License)	\$19,113.00	Hardware for Dev Environment

ATTACHMENT III

TRAPEZE

COST PROPOSAL

Item	Cost	Description
Trapeze License (license and service)	\$3,000.00	License and installation of Dev Environment
Public Number Customization	\$18,000.00	The customization will provide functionality such that a selected field from stop table can be displayed and used for look-up in INFO-Agent and INFO-Web.
Faring Customization	\$10,500.00	"Tri-Rail Fare" customization and the "Busway Fare" customization, including testing, support and installation
Web Customization	\$7,500.00	

ATTACHMENT IV

LOGIC TREE

COST PROPOSAL

Item	Cost	Description
Each Additional Transfer	\$13,500.00	Ability to transfer to local IVR for Lost and Found Ability to transfer to local IVR for Pass Sales Outlets
Floodgate Enhancement	\$24,400.00	Ability to have, for each transit, an option at the highest level called emergency/service disruptions where they can leave a recorded message that has an expiration date. This is being driven by the fact that we've had so many hurricanes and that when the call transfers to the local it by passes the local IVR 900 level emergency messages.
Additional Reports		\$2,500 per report
System Update Tool	\$36,930.00	One time fee to design the update application
Ongoing Data Updates	\$108,500.00	Maintenance of this process would require management of additional incidents resulting due to this regular update to the system, procedures to keep track of system performance resulting from these data updates, as well as procedures to keep track new prompt or new grammars required by the system - all of these would require our annual support agreement to increase by - \$24,500 from May 1st, 2006 thru November 12th, 2006 and \$42,000 per year for the periods of November 13th, 2006 thru November 12th, 2008 (\$24,500 + \$42,000 + \$42,000).
Customization of the IVR Database & Application	\$10,480.00	Customize CIN IVR database and application to use STOPABRR for Palm Tran and Broward Transit. The work will consist of prompt suite and grammar updates for 2,870 stops for Palm Tran (\$5,014.55) and 3,705 stops for Broward Transit (\$5,465.45) and testing of these changes.
Sub-Totals	\$193,810.00	

ATTACHMENT V

TELEATLAS

COST PROPOSAL

Item	Cost	Description
Database Services	\$42,667.00	\$10,667 for period from April 1st to November 12th, 2006 and \$16,000 per year for the next two years (November 13th 2006 thru November 12th, 2008).
Manual Edits and support	\$37,500.00	\$12,500/yr X 3 yrs

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: DECEMBER 8, 2006

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

MODIFICATION OF THE NEW RIVER BRIDGE PURCHASE ORDER NO. 18550

REQUESTED ACTION:

MOTION TO APPROVE: Modification of the New River Bridge Purchase Order No. 18550 (“NRB PO”) between South Florida Regional Transportation Authority and Greenberg Traurig, P.A. (“GT”) for additional services under Agreement No. 02-710, to increase the PO amount by \$20,000 (as outlined herein).

SUMMARY EXPLANATION AND BACKGROUND:

At the October, 2005 Board meeting, the Board approved increasing the amount of the NRB PO amount to \$84,000.

GT has been working with FDOT’s legal counsel addressing various legal issues relating to the NRB construction that have arisen on this project. In addition, we have negotiated the New River Bridge Carve Out Agreement with FDOT. The Board previously approved the NRB PO amount of \$84,000 for this work. The current amount of legal fees under this PO are close to exceeding this amount. Therefore, based on ongoing work for the Carve Out Agreement, project oversight and potential issues relating to ongoing procurements and their impact on the NRB (ex. dispatch procurement), we are requesting that PO amount be increased by \$20,000 (\$84,000 + \$20,000), for a total PO amount of \$104,000.

Therefore, based on the foregoing, we are requesting that PO amount be increased by \$20,000, for a total not-to-exceed PO amount of \$104,000.

Department: Legal
Project Manager:

Department Director: Joseph Giulietti
Procurement Director: Christopher Bross

FISCAL IMPACT: None

EXHIBITS ATTACHED: N/A

MODIFICATION OF THE NEW RIVER BRIDGE PURCHASE ORDER NO. 18550

Recommended by: _____
Department Director Date

Approved by: Chris Bros 11/28/02
Contracts Director Date

Authorized by: [Signature] 11/22/02
Executive Director Date

Approved as to Form by: _____
General Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

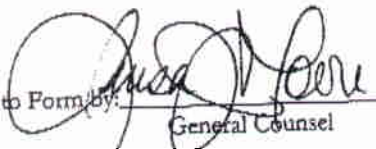
Commissioner Bruno Barreiro _____ Yes _____ No
James A .Cummings _____ Yes _____ No
Marie Horenburger _____ Yes _____ No
Neisen Kasdin _____ Yes _____ No
Bill T. Smith _____ Yes _____ No

Commissioner Jeff Koons _____ Yes _____ No
John Martinez _____ Yes _____ No
George A. Morgan, Jr. _____ Yes _____ No
Commissioner James A. Scott _____ Yes _____ No

Tracking No. _____

Page 2

AGENDA ITEM NO.

MODIFICATION OF THE NEW RIVER BRIDGE PURCHASE ORDER NO. 18550Recommended by: _____
Department Director DateApproved by: _____
Contracts Director DateAuthorized by: _____
Executive Director DateApproved as to Form by:  11/20/06
General Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro _____ Yes _____ No

James A. Cummings _____ Yes _____ No

Marie Horenburger _____ Yes _____ No

Neisen Kasdin _____ Yes _____ No

Bill T. Smith _____ Yes _____ No

Commissioner Jeff Koons _____ Yes _____ No

John Martinez _____ Yes _____ No

George A. Morgan, Jr. _____ Yes _____ No

Commissioner James A. Scott _____ Yes _____ No

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: DECEMBER 8, 2006

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR 2007-08 STATE LEGISLATIVE PLAN

REQUESTED ACTION:

MOTION TO APPROVE:

- A. South Florida Regional Transportation Authority's (SFRTA) State Legislative Plan for Fiscal Year 2007-08 and direct staff to work with the appropriate agencies and elected local and state representatives to implement the recommended initiatives.
- B. Delegate authority to the Chair of the Governing Board and/or the Chair of the Legislative Committee to make changes to the FY 2007-08 State Legislative Plan during the legislative session and to report any changes to the Board at each regularly-scheduled Board meeting.

SUMMARY EXPLANATION AND BACKGROUND:

Staff and our tri-county and state legislative consultant, Ericks Consulting, Inc., have developed a comprehensive State Legislative Plan in collaboration with the Intergovernmental Staff of Miami-Dade, Palm Beach and Broward Counties. On December 8, 2006, staff will present the Proposed FY 2007-08 State Legislative Initiatives to the SFRTA Legislative Committee and the Committee is being asked by staff to recommend approval of the proposed initiatives (Exhibit 1) to the Board.

The FY 2007-08 State Legislative Plan's primary focus is for a regional dedicated funding source that will yield a minimum of \$50 million annually to leverage available Federal and State funds to build, maintain and operate an expanded regional transportation system in South Florida. It also provides for the elimination of SFRTA's county funding upon commencement of the collection of dedicated funding for the SFRTA. In addition, the Plan includes the following housekeeping and/or cleanup language from the SFRTA legislation.

(Continued on page 2)

Department: Planning & Capital Development
Project Manager: Michelle M'Sadoques

Department Director: Jack Stephens
Contracts Director: Chris Bross

FISCAL IMPACT: N/A

EXHIBITS ATTACHED: Exhibit 1- Summary of Proposed FY 2007-08 State Legislative Initiatives
Exhibit 2- FY 2007-08 State Legislative Plan Proposed Language
Exhibit 3 – MPOAC Proposed Legislative Language

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR 2007-08 STATE LEGISLATIVE PLAN

SUMMARY EXPLANATION AND BACKGROUND (Continued):

- Removes holdover references to “commuter rail” from previous legislation.
- Secures dedicated funding source
- Grants ability to issue bonds outside of the Division of Bond Finance
- Changes county funding level and allocation dispersion to October, consistent with the beginning of the counties’ fiscal year.
- Seeks public records exemption for appraisals, offers and counter offers prior to execution of the contract.
- Seeks exemption from Florida Administrative Code to provide greater flexibility in carrying out the Agency’s function.

The draft FY 2007-08 State Legislative Plan Proposed Language (Exhibit 2) details the proposed initiative, current and proposed legislative language and additional comments regarding the initiative. In addition to specific items included in this package, SFRTA will support compatible legislative efforts of Miami-Dade, Broward and Palm Beach Counties and additional transportation and land use stakeholders in South Florida.

Current regional transit needs are estimated at over \$20 billion with only about half being included in the region’s MPO 2030 Cost Feasible Plans. SFRTA’s 2030 Sketch Plan identifies 10 “focus” projects for the Agency with preliminary estimates of probable cost to build, maintain and operate the projects of \$5 billion in capital and \$100 million in annual operating costs (Exhibit 3). These projects are consistent with MPO plans. To leverage available Federal and State funds, the SFRTA will require a \$50 million minimum dedicated funding level. The SFRTA may choose to bond a portion of this funding to help accelerate the “focus” projects.

During the last session, the Florida House of Representatives and the Florida Senate both supported legislation that would allow local counties to put a countywide referendum to the voters for an additional \$2 rental car fee on vehicles rented in the county, excluding the vehicles being rented for purposes of repairs. Legislative leaders from the Orlando area introduced the legislation and SFRTA staff, along with Ericks Consultants, worked closely with the delegation from Central Florida to pass this legislation in the House and Senate. Unfortunately, this legislation was vetoed by the Governor. This \$2 rental car fee

(Continued on page 3)

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR 2007-08 STATE LEGISLATIVE PLAN

SUMMARY EXPLANATION AND BACKGROUND (Continued):

would have generated approximately \$45 million this past fiscal year and would have met all the State and Federal requirements as a dedicated funding source.

For this year, staff will coordinate early on with the Central Florida transportation agencies to work together to find a dedicated funding source. A \$2 rental car fee is what is recommended again this session.

Also in the 2007 Legislative Session the MPOAC is proposing legislation that would change the TRIP funding to make all transit projects equal. Staff is requesting support of the SFRTA Governing Board for this legislation and to work with the MPOAC staff to ensure its success (Exhibit 3).

The Final FY 2007-08 State Legislative Plan will be presented at each county commission meeting and also to the Miami-Dade, Broward and Palm Beach Legislative Delegations between January and February 2007. Additionally, Ericks Consultants, Inc. will secure sponsors in the Florida House of Representatives and Florida Senate for the initiatives

Upon Board approval, staff will continue to coordinate with Ericks Consultants, Inc., Miami-Dade, Broward and Palm Beach Counties for the development of a comprehensive regional legislative plan. Staff will continue to provide updates of the status of the FY 2007-08 State Legislative Plan prior to the commencement of, and in addition to, the FY 2007-08 Florida Legislative Session in beginning March to May 2007.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR 2007-08 STATE LEGISLATIVE PLAN

Recommended by:  11/22/06
Department Director Date

Approved by: 
Contracts Director Date

Authorized by:  11/22/06
Executive Director Date

Approved as to Form by: _____
General Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro _____ Yes _____ No
James A. Cummings _____ Yes _____ No
Marie Horenburger _____ Yes _____ No
Neisen Kasdin _____ Yes _____ No
Bill T. Smith _____ Yes _____ No

Commissioner Jeff Koons _____ Yes _____ No
John Martinez _____ Yes _____ No
George A. Morgan, Jr. _____ Yes _____ No
Commissioner James A. Scott _____ Yes _____ No

Tracking No. _____

AGENDA ITEM NO. _____

Page two

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FISCAL YEAR 2007-08 STATE LEGISLATIVE PLAN

Recommended by: _____
Department Director DateApproved by: _____
Contract Director DateAuthorized by: _____
Executive Director DateApproved as to Form _____ 11/14/06
General Counsel Date

Board Action:

Approved: ____ Yes ____ No

Vote: ____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro ____ Yes ____ No

James A. Cummings ____ Yes ____ No

Marie Horenburger ____ Yes ____ No

Neisen Kasdin ____ Yes ____ No

Bill T. Smith ____ Yes ____ No

Commissioner Jeff Koons ____ Yes ____ No

John Martinez ____ Yes ____ No

George A. Morgan, Jr. ____ Yes ____ No

Commissioner James A. Scott ____ Yes ____ No

**South Florida Regional Transportation Authority
Summary of Proposed FY 2007-08 State Legislative Initiatives
December 8, 2006**

Initiative	Description	Justification
Florida Statute 343.54(1)(b) Removal of “commuter rail” terminology	Removes holdover references to “commuter rail” from previous legislation.	Correction of language to remove restriction to commuter rail.
Florida Statute 343.55 Issuance of revenue bonds	Allows SFRTA to issue bonds, etc independently	Gives SFRTA flexibility in developing and implementing debt financing programs.
Florida Statute 343.58(1-2) Dedicated Funding Source	<p>Seeks at least \$50 million annual dedicated funding for SFRTA operating and capital budgets.</p> <p>Changes county funding allocation dispersion to October consistent with the beginning of the counties’ fiscal year.</p> <p>Eliminates county funding upon commencement of dedicated funding collection.</p>	<p>Provide a regional dedicated funding source to be leveraged with Federal and State funds necessary to build, maintain and operate an expanded regional transportation system in South Florida</p> <p>Ensures county funding dispersion to SFRTA is compatible with the county fiscal year.</p> <p>Replaces annual county funding with a regional dedicated funding source that generates a minimum of \$50 million annually to fund regional transit projects.</p>

**South Florida Regional Transportation Authority
Summary of Proposed FY 2007-08 State Legislative Initiatives
December 8, 2006**

Continued

Initiative	Description	Justification
Florida Statute 343.59 Public Records Exemption	Seeks public records exemption for appraisals, offers and counter offers prior to execution of contract	Allows agencies to acquire lands using public funds without having to disclose information the agency has obtained regarding the appraised value of the property. The goal is to allow for the purchase of lands using public funds at competitive prices resulting from negotiation between parties. Each party is entitled to independently obtain property value information regarding the property. Disclosure of the agency's appraisal could put it at a disadvantage during negotiations. This exemption is currently granted to water management districts, cities and counties.
Florida Statute 120.52 Exemption from Florida Administrative Code	Provides exemption from Florida Administrative Code	Seeks exemption from Florida Administrative Code to provide greater flexibility in carrying out the agency's function. This exemption is consistent with other regional agencies in Florida such as expressway authorities and metropolitan planning organizations. Counties and municipalities are also exempt from Chapter 120, F.S.

**South Florida Regional Transportation Authority
FY 2006-07 State Legislative Plan Proposed Language
December 8, 2006**

Florida Statute	Current Legislation	Proposed Changes	Comments
Florida Statute 343.54(1)(b) - correction of “commuter rail” terminology	(b) It is the express intention of this part that the authority be authorized to plan, develop, own, purchase, lease, or otherwise acquire, demolish, construct, improve, relocate, equip, repair, maintain, operate, and manage a transit system and transit facilities; to establish and determine the policies necessary for the best interest of the operation and promotion of a transit system; and to adopt rules necessary to govern the operation of a commuter rail system and commuter rail facilities. It is the intent of the Legislature that the South Florida Regional Transportation Authority shall have overall authority to coordinate, develop, and operate a regional transportation system within the area served	(b) It is the express intention of this part that the authority be authorized to plan, develop, own, purchase, lease, or otherwise acquire, demolish, construct, improve, relocate, equip, repair, maintain, operate, and manage a transit system and transit facilities; to establish and determine the policies necessary for the best interest of the operation and promotion of a transit system; and to adopt rules necessary to govern the operation of a <u>transit</u> commuter rail system and <u>transit</u> commuter rail facilities. It is the intent of the Legislature that the South Florida Regional Transportation Authority shall have overall authority to coordinate, develop, and operate a regional transportation system within the area served.	Removes holdover references to “commuter rail” from previous legislation and rename as transit..
Florida Statute 343.55 - Issuance of revenue bonds	(1) The authority is authorized to borrow money as provided by the State Bond Act for the purpose of paying all or any part of the cost of any one or more projects of the South Florida Regional Transportation Authority. The principal of, and the interest on, such bonds shall be payable solely from revenues pledged for their payment. (2) The proceeds of the bonds of	(1) The authority is authorized to borrow money as provided by the State Bond Act for the purpose of paying all or any part of the cost of any one or more projects of the South Florida Regional Transportation Authority. The principal of, and the interest on, such bonds shall be payable solely from revenues pledged for their payment. (2) The proceeds of the bonds of	Gives SFRTA flexibility in developing and implementing debt financing programs.

**South Florida Regional Transportation Authority
FY 2006-07 State Legislative Plan Proposed Language
December 8, 2006**

Florida Statute	Current Legislation	Proposed Changes	Comments
	<p>each issue shall be used solely for the payment of the cost of the projects for which such bonds shall have been issued, except as provided in the State Bond Act. Such proceeds shall be disbursed and used as provided in this part and in such manner and under such restrictions, if any, as the Division of Bond Finance may provide in the resolution authorizing the issuance of such bonds or in the trust agreement securing the same.</p> <p>(3) The Division of Bond Finance is authorized to issue revenue bonds on behalf of the authority to finance or refinance the cost of Tri-County Rail projects.</p>	<p>each issue shall be used solely for the payment of the cost of the projects for which such bonds shall have been issued, except as provided in the State Bond Act. Such proceeds shall be disbursed and used as provided in this part and in such manner and under such restrictions, if any, as the Division of Bond Finance may provide in the resolution authorizing the issuance of such bonds or in the trust agreement securing the same.</p> <p>(3) The Division of Bond Finance is authorized to issue revenue bonds on behalf of the authority to finance or refinance the cost of Tri-County Rail projects.</p> <p><u>(3)(a) The authority may issue, reissue, or redeem bonds, which do not pledge the full faith and credit of the state in such principal amount as, in the opinion of the authority, is necessary to provide sufficient moneys for achieving its corporate purposes.</u></p> <p><u>(b) The bonds of the authority whether on original issuance or refunding, must be authorized by resolution of the authority, after approval of the issuance of the bonds at a public hearing, and may be either term or serial bonds, shall bear such date or dates, mature at</u></p>	

**South Florida Regional Transportation Authority
FY 2006-07 State Legislative Plan Proposed Language
December 8, 2006**

Florida Statute	Current Legislation	Proposed Changes	Comments
		<p><u>such time or times, bear interest at such rate or rates, at such times, be in such denominations, be in such form, either coupon or fully registered, shall carry such registration, exchangeability and interchangeability privileges, be payable in such medium of payment and at such place or places, be subject to such terms of redemption and be entitled to such priorities on the revenues, rates, fees, rentals, or other charges or receipts of the authority as such resolution or any resolution subsequent thereto may provide. The bonds must be executed by such officers as the authority determines under the requirements of s. 279.06.</u></p> <p><u>(c) Said bonds shall be sold by the authority at public sale by competitive bid. However, if the authority, after receipt of a written recommendation from a financial adviser shall determine by official action after public hearing by a two-thirds vote of all voting members of the authority that a negotiated sale of the bonds is in the best interest of the authority, the authority may negotiate for sale of the bonds with the underwriter or underwriters designated by the authority. The authority shall provide specific</u></p>	

**South Florida Regional Transportation Authority
FY 2006-07 State Legislative Plan Proposed Language
December 8, 2006**

Florida Statute	Current Legislation	Proposed Changes	Comments
		<p><u>findings in a resolution as to the reasons requiring the negotiated sale, which resolution shall incorporate and have attached thereto the written recommendation of the financial adviser required by this subsection.</u></p> <p><u>(d) Any such resolution or resolutions authorizing any bonds hereunder which do not pledge the full faith and credit of the sate may contain provisions that are part of the contract with the holders of the bonds, as the authority determines proper. In addition, the authority may enter into trust indentures or other agreements with its fiscal agent, or with any bank or trust company within or without the state, as security for such bond, and may, under the agreements, assign and pledge the revenues, rates, fees, rentals, tolls, or other charges or receipts of the authority.</u></p> <p>(e) any of the bonds issued pursuant to this part are negotiable instruments and have all the qualities and incidents of negotiable instruments under the law merchant and the negotiable instruments law f the state.</p>	

**South Florida Regional Transportation Authority
FY 2006-07 State Legislative Plan Proposed Language
December 8, 2006**

Florida Statute	Current Legislation	Proposed Changes	Comments
<p>Florida Statute 343.58(1-2) - Funding source</p>	<p>(1) Each county served by the South Florida Regional Transportation Authority must dedicate \$2.67 million to the authority by the governing body of each county by August 1, 2003. Notwithstanding ss. 206.41 and 206.87, such dedicated funding may come from each county's share of the ninth-cent fuel tax, the local option fuel tax, or any other source of local gas taxes or other nonfederal funds available to the counties. In addition, the Legislature authorizes the levy of an annual license tax in the amount of \$2 for the registration or renewal of registration of each vehicle taxed under s. 320.08 and registered in the area served by the South Florida Regional Transportation Authority. The annual license fee shall take effect in any county served by the authority upon approval by the residents in a county served by the authority. The annual license tax shall be levied and the Department of Highway Safety and Motor Vehicles shall remit the proceeds each month from the tax to the South Florida Regional Transportation Authority.</p>	<p>(1) Each county served by the South Florida Regional Transportation Authority must dedicate <u>and transfer not less than</u> \$2.67 million to the authority by the governing body of each county by August 1, 2003 <u>prior to October 31 of each fiscal year.</u> Notwithstanding ss. 206.41 and 206.87, s. Such dedicated funding may shall come from each county's share of the ninth cent fuel tax, the local option fuel tax, or any other source of local gas taxes or other nonfederal funds available to the counties. In addition, the Legislature authorizes the levy of an annual license tax in the amount of \$2 for the registration or renewal of registration of each vehicle taxed under s. 320.08 and registered in the area served by the South Florida Regional Transportation Authority. The annual license tax shall take effect in any county served by the authority upon approval by the residents in a county served by the authority. The annual title fee license tax shall be levied and the Department of Highway Safety and Motor Vehicles shall remit the proceeds each month from the tax</p>	<p>Changes funding allocation dispersion to October in conjunction with the beginning of counties' fiscal year.</p> <p>Identifies a dedicated funding source to generate a minimum of \$50 million annually to fund SFRTA's legislative mandate. Provides for elimination of County funding upon commencement of dedicated funding collection.</p> <p>Changes existing minimum county contribution to reflect SFRTA/Tri-Rail funding requirements for 20-minute service once double tracking is completed.</p>

**South Florida Regional Transportation Authority
FY 2006-07 State Legislative Plan Proposed Language
December 8, 2006**

Florida Statute	Current Legislation	Proposed Changes	Comments
	<p>(2) In addition, each county shall continue to annually fund the operations of the South Florida Regional Transportation Authority in an amount not less than \$1.565 million. Such funds pursuant to this subsection shall also be considered a dedicated funding source.</p> <p>(3) If, by December 31, 2009, the South Florida Regional Transportation Authority has not received federal matching funds based upon the dedication of funds under subsection (1), subsection (1) shall be repealed.</p>	<p>to the South Florida Regional Transportation Authority.</p> <p><u>(2) At least \$45 million of a state-authorized, local-option recurring funding source available to Broward, Miami-Dade, and Palm Beach Counties shall be directed to the authority to fund its capital, operating, and maintenance expenses. The funding source shall be dedicated to the authority only if Broward, Miami-Dade, and Palm Beach Counties each impose the local-option funding source.</u></p> <p>(3) (2) In addition, each county shall continue to annually fund the operations of the South Florida Regional Transportation Authority in an amount not less than \$1.565 million. Revenue raised Such funds pursuant to this subsection shall also be considered a dedicated funding source</p> <p><u>(4) The current funding obligations in Subsections (1) and (3) shall cease upon commencement of the collection of the funding source described in subsection (2). Should the funding in subsection (2) be discontinued for any reason, the</u></p>	

**South Florida Regional Transportation Authority
FY 2006-07 State Legislative Plan Proposed Language
December 8, 2006**

Florida Statute	Current Legislation	Proposed Changes	Comments
		<p><u>funding obligations under subsections (1) and (3) shall resume when the collection of the funding source under subsection (2) ceases. Payment by the Counties will be on a pro rata basis the first year following cessation of the funding source in subsection (2). The Authority shall refund a pro rata share of payments for the current fiscal year made pursuant to the current funding obligations in subsections (1) and (3) as soon as reasonably practicable after it begins to receive proceeds as described in subsection (2)</u></p> <p>(3) If, by December 31, <u>2015</u> 2009, the South Florida Regional Transportation Authority has not received federal matching funds based upon the dedication of funds under subsection (1), subsection (1) shall be repealed.</p> <p>(4) The Legislature finds that a proper and legitimate state purpose is served in the effective and efficient planning and operation of a regional transportation system. Therefore, the Legislature determines and declares that this act fulfills an important state interest.</p>	

**South Florida Regional Transportation Authority
FY 2006-07 State Legislative Plan Proposed Language
December 8, 2006**

Florida Statute	Current Legislation	Proposed Changes	Comments
<p>Florida Statute 343.59 - Public Records Exemption of appraisals, offers, and counteroffers prior to execution of the contract.</p>	<p>N/A</p>	<p><u>343.59 Confidentiality of Appraisal Reports, Offers, and Counteroffers.</u></p> <p><u>(1) Appraisal reports, offers, and counteroffers relating to land acquisition by the authority are confidential and exempt from the provisions of s. 119.07(1) and s. 24(a), Art. I of the State Constitution until an option contract is executed or, if no option contract is executed, until 30 days before a contract or agreement for purchase is considered for approval by the authority's governing board.</u></p> <p><u>(2) The authority may, at its discretion, disclose appraisal reports to private landowners during negotiations for acquisitions using alternatives to fee simple techniques, if the authority determines that disclosure of such reports will bring the proposed acquisition to closure. In the event that negotiation is terminated by the authority, the appraisal report, offers, and counteroffers shall become available pursuant to s. 119.07(1) and s. 24(a) Art I of the State Constitution..</u></p> <p><u>(3) The authority may share and disclose appraisal reports, appraisal information, offers, and</u></p>	<p>This provision allows agencies to acquire lands using public funds without having to disclose information the agency has obtained regarding the appraised value of the property. The goal is to allow for the purchase of lands using public funds at competitive prices resulting from negotiation between the parties. Each party is entitled to independently obtain property value information regarding the property. Disclosure of the agency's appraisal could put it at an unfair advantage during negotiations.</p> <p>This exemption is currently granted to water management districts, cities and counties.</p>

**South Florida Regional Transportation Authority
FY 2006-07 State Legislative Plan Proposed Language
December 8, 2006**

Florida Statute	Current Legislation	Proposed Changes	Comments
		<p><u>counteroffers when joint acquisition of property is contemplated.</u> <u>(4) The authority may disclose appraisal information, offers, and counteroffers to a third party who has entered into a contractual agreement with the authority to work with or on the behalf of or to assist the authority in connection with land acquisitions.</u> <u>Section 2. The Legislature finds that it is a public necessity that appraisal reports, offers, and counteroffers be kept confidential and exempt from public records requirements when held by the South Florida Regional Transportation Authority.</u> <u>Disclosure would adversely affect the goal of the purchase of lands for the public good using public funds at competitive prices resulting from negotiations between parties.</u> <u>Further, each party is entitled to independently obtain appraisal reports and property value information regarding said property.</u> <u>Disclosure of the appraisal report or property information by the authority could create an unfair disadvantage for the authority during negotiating parties. Thus, the public and private harm in disclosing this information</u></p>	

**South Florida Regional Transportation Authority
FY 2006-07 State Legislative Plan Proposed Language
December 8, 2006**

Florida Statute	Current Legislation	Proposed Changes	Comments
		<u>significantly outweighs any public benefit derived from disclosure, and the public's ability to scrutinize and monitor agency action is not diminished by nondisclosure of this information.</u>	

**South Florida Regional Transportation Authority
FY 2006-07 State Legislative Plan Proposed Language
December 8, 2006**

<p>Florida Statute 120.52 Exemption from Florida Administrative Code</p>	<p>This definition does not include any legal entity or agency created in whole or in part pursuant to chapter 361, part II, any metropolitan planning organization created pursuant to s. 339.175, any separate legal or administrative entity created pursuant to s. 339.175 of which a metropolitan planning organization is a member, an expressway authority pursuant to chapter 348, any legal or administrative entity created by an Interlocal agreement pursuant to s. 163.01 (7), unless any party to such agreement is otherwise an agency as defined in this subsection, or any multicounty special district with a majority of its governing board comprised of elected persons; however, this definition shall include a regional water supply authority.</p>	<p>This definition does not include any legal entity or agency created in whole or in part pursuant to chapter 361, part II, any metropolitan planning organization created pursuant to s. 339.175, any separate legal or administrative entity created pursuant to s. 339.175 of which a metropolitan planning organization is a member, an expressway authority pursuant to chapter 348, <u>a regional transportation authority pursuant to chapter 343</u>, any legal or administrative entity created by an interlocal agreement pursuant to s. 163.01(7), unless any party to such agreement is otherwise an agency as defined in this subsection, or any multicounty special district with a majority of its governing board comprised of elected persons; however, this definition shall include a regional water supply authority.</p>	<p>Seeks exemption from Florida Administrative Code to provide greater flexibility in carrying out the agency's function. This exemption is consistent with other regional agencies in Florida such as expressway authorities and metropolitan planning organizations. Counties and municipalities are also exempt from Chapter 120, F.S.</p>
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Exhibit-III

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsection (14) of section 112.061, Florida Statutes, is amended to read:

112.061 Per diem and travel expenses of public officers, employees, and authorized persons.--

(14) APPLICABILITY TO COUNTIES, COUNTY OFFICERS, DISTRICT SCHOOL BOARDS, AND SPECIAL DISTRICTS.--

(a) Rates that exceed the maximum travel reimbursement rates for nonstate travelers specified in paragraph (6)(a) for per diem, in paragraph (6)(b) for subsistence, and in subparagraph (7)(d)1. for mileage may be established by:

1. The governing body of a county by the enactment of an ordinance or resolution;

2. A county constitutional officer, pursuant to s. 1(d), Art. VIII of the State Constitution, by the establishment of written policy;

3. The governing body of a district school board by the adoption of rules; ~~or~~

4. The governing body of a special district, as defined in s. 189.403(1), except those special districts that are subject to s. 166.021(10), by the enactment of a resolution; or

5. Any metropolitan planning organization created pursuant to s. 339.175, or any separate legal or administrative entity created pursuant to s. 339.175 of which a metropolitan planning organization is a member, by enactment of a resolution.

(b) Rates established pursuant to paragraph (a) must apply uniformly to all travel by the county, county constitutional officer and entity governed by that officer, district school board, ~~or~~ special district, or metropolitan planning organization.

(c) Except as otherwise provided in this subsection, counties, county constitutional officers and entities governed by those officers, district school boards, and special districts, other than those subject to s. 166.021(10), remain subject to the requirements of this section.

Section 2. Paragraph (a) of subsection (42) and paragraph (b) of subsection (52) of section 121.021, Florida Statutes, are amended to read:

121.021 Definitions.--The following words and phrases as used in this chapter have the respective meanings set forth unless a different meaning is plainly required by the context:

(42)(a) "Local agency employer" means the board of county commissioners or other legislative governing body of a county, however styled, including that of a consolidated or metropolitan government; a clerk of the circuit court, sheriff, property appraiser, tax collector, or supervisor of elections, provided such officer is elected or has been appointed to fill a vacancy in an elective office; a community college board of trustees or district school board; or the governing body of any city, metropolitan planning organization created pursuant to s. 339.175, or any separate legal or administrative entity created pursuant to s. 339.175, or special district of the state which participates in the system for the benefit of certain of its employees.

(52) "Regularly established position" is defined as follows:

(b) In a local agency (district school board, county agency, community college, city, metropolitan planning organization, or special district), the term means a regularly established position which will be in existence for a period beyond 6 consecutive months, except as provided by rule.

Section 3. Paragraph (b) of subsection (2) of section 121.051, Florida Statutes, is amended to read:

121.051 Participation in the system.--

(2) OPTIONAL PARTICIPATION.--

(b)1. The governing body of any municipality, metropolitan planning organization, or special district in the state may elect to participate in the system upon proper application to the administrator and may cover all or any of its units as approved by the Secretary of Health and Human Services and the administrator. The department shall adopt rules establishing provisions for the submission of documents necessary for such application. Prior to being approved for participation in the Florida Retirement System, the governing body of any such municipality, metropolitan planning organization, or special district that has a local retirement system shall submit to the administrator a certified financial statement showing the condition of the local retirement system as of a date within 3 months prior to the proposed effective date of membership in the Florida Retirement System. The statement must be certified by a recognized accounting firm that is independent of the local retirement system. All required documents necessary for extending Florida Retirement System coverage must be received by the department for consideration at least 15 days prior to the

proposed effective date of coverage. If the municipality, metropolitan planning organization, or special district does not comply with this requirement, the department may require that the effective date of coverage be changed.

2. Any city, metropolitan planning organization, or special district that has an existing retirement system covering the employees in the units that are to be brought under the Florida Retirement System may participate only after holding a referendum in which all employees in the affected units have the right to participate. Only those employees electing coverage under the Florida Retirement System by affirmative vote in said referendum shall be eligible for coverage under this chapter, and those not participating or electing not to be covered by the Florida Retirement System shall remain in their present systems and shall not be eligible for coverage under this chapter. After the referendum is held, all future employees shall be compulsory members of the Florida Retirement System.

3. The governing body of any city, metropolitan planning organization, or special district complying with subparagraph 1. may elect to provide, or not provide, benefits based on past service of officers and employees as described in s. 121.081(1). However, if such employer elects to provide past service benefits, such benefits must be provided for all officers and employees of its covered group.

4. Once this election is made and approved it may not be revoked, except pursuant to subparagraphs 5. and 6., and all present officers and employees electing coverage under this chapter and all future officers and employees shall be compulsory members of the Florida Retirement System.

5. Subject to the conditions set forth in subparagraph 6., the governing body of any hospital

licensed under chapter 395 which is governed by the board of a special district as defined in s. 189.403(1) or by the board of trustees of a public health trust created under s. 154.07, hereinafter referred to as "hospital district," and which participates in the system, may elect to cease participation in the system with regard to future employees in accordance with the following procedure:

a. No more than 30 days and at least 7 days before adopting a resolution to partially withdraw from the Florida Retirement System and establish an alternative retirement plan for future employees, a public hearing must be held on the proposed withdrawal and proposed alternative plan.

b. From 7 to 15 days before such hearing, notice of intent to withdraw, specifying the time and place of the hearing, must be provided in writing to employees of the hospital district proposing partial withdrawal and must be published in a newspaper of general circulation in the area affected, as provided by ss. 50.011-50.031. Proof of publication of such notice shall be submitted to the Department of Management Services.

c. The governing body of any hospital district seeking to partially withdraw from the system must, before such hearing, have an actuarial report prepared and certified by an enrolled actuary, as defined in s. 112.625(3), illustrating the cost to the hospital district of providing, through the retirement plan that the hospital district is to adopt, benefits for new employees comparable to those provided under the Florida Retirement System.

d. Upon meeting all applicable requirements of this subparagraph, and subject to the conditions set forth in subparagraph 6., partial withdrawal from the system and adoption of the alternative retirement plan may be

accomplished by resolution duly adopted by the hospital district board. The hospital district board must provide written notice of such withdrawal to the division by mailing a copy of the resolution to the division, postmarked no later than December 15, 1995. The withdrawal shall take effect January 1, 1996.

6. Following the adoption of a resolution under subparagraph 5.d., all employees of the withdrawing hospital district who were participants in the Florida Retirement System prior to January 1, 1996, shall remain as participants in the system for as long as they are employees of the hospital district, and all rights, duties, and obligations between the hospital district, the system, and the employees shall remain in full force and effect. Any employee who is hired or appointed on or after January 1, 1996, may not participate in the Florida Retirement System, and the withdrawing hospital district shall have no obligation to the system with respect to such employees.

Section 4. Paragraph (1) is added to subsection (1) of section 121.055, Florida Statutes, to read:

121.055 Senior Management Service Class.--There is hereby established a separate class of membership within the Florida Retirement System to be known as the "Senior Management Service Class," which shall become effective February 1, 1987.

(1)

(1) For each metropolitan planning organization that has opted to become part of the Florida Retirement System, participation in the Senior Management Service Class shall be compulsory for the executive director or staff director of that metropolitan planning organization or similar entity created pursuant to s. 339.175.

Section 5. Paragraphs (a) and (c) of subsection (2) of section 121.061, Florida Statutes, are amended to read:

121.061 Funding.--

(2)(a) Should any employer other than a state employer fail to make the retirement and social security contributions, both member and employer contributions, required by this chapter, then, upon request by the administrator, the Department of Revenue or the Department of Financial Services, as the case may be, shall deduct the amount owed by the employer from any funds to be distributed by it to the county, city, metropolitan planning organization, special district, or consolidated form of government. The amounts so deducted shall be transferred to the administrator for further distribution to the trust funds in accordance with this chapter.

(c) The governing body of each county, city, metropolitan planning organization, special district, or consolidated form of government participating under this chapter or the administrator, acting individually or jointly, is hereby authorized to file and maintain an action in the courts of the state to require any employer to remit any retirement or social security member contributions or employer matching payments due the retirement or social security trust funds under the provisions of this chapter.

Section 6. Paragraphs (a), (b), and (e) of subsection (1) of section 121.081, Florida Statutes, are amended to read:

121.081 Past service; prior service; contributions.--Conditions under which past service or prior service may be claimed and credited are:

(1)(a) Past service, as defined in s. 121.021(18), may be claimed as creditable service by officers or

employees of a city, metropolitan planning organization, or special district that become a covered group under this system. The governing body of a covered group in compliance with s. 121.051(2)(b) may elect to provide benefits with respect to past service earned prior to January 1, 1975, in accordance with this chapter, and the cost for such past service shall be established by applying the following formula: The member contribution for both regular and special risk members shall be 4 percent of the gross annual salary for each year of past service claimed, plus 4-percent employer matching contribution, plus 4 percent interest thereon compounded annually, figured on each year of past service, with interest compounded from date of annual salary earned until July 1, 1975, and 6.5 percent interest compounded annually thereafter until date of payment. Once the total cost for a member has been figured to date, then after July 1, 1975, 6.5 percent compounded interest shall be added each June 30 thereafter on any unpaid balance until the cost of such past service liability is paid in full. The following formula shall be used in calculating past service earned prior to January 1, 1975: (Annual gross salary multiplied by 8 percent) multiplied by the 4 percent or 6.5 percent compound interest table factor, as may be applicable. The resulting product equals cost to date for each particular year of past service.

(b) Past service earned after January 1, 1975, may be claimed by officers or employees of a city, metropolitan planning organization, or special district that becomes a covered group under this system. The governing body of a covered group may elect to provide benefits with respect to past service earned after January 1, 1975, in accordance with this chapter, and the cost for such past service shall

be established by applying the following formula: The employer shall contribute an amount equal to the contribution rate in effect at the time the service was earned, multiplied by the employee's gross salary for each year of past service claimed, plus 6.5 percent interest thereon, compounded annually, figured on each year of past service, with interest compounded from date of annual salary earned until date of payment.

(e) Past service, as defined in s. 121.021(18), may be claimed as creditable service by a member of the Florida Retirement System who formerly was an officer or employee of a city, metropolitan planning organization, or special district, notwithstanding the status or form of the retirement system, if any, of that city, metropolitan planning organization, or special district and irrespective of whether officers or employees of that city, metropolitan planning organization, or special district now or hereafter become a covered group under the Florida Retirement System. Such member may claim creditable service and be entitled to the benefits accruing to the regular class of members as provided for the past service claimed under this paragraph by paying into the retirement trust fund an amount equal to the total actuarial cost of providing the additional benefit resulting from such past-service credit, discounted by the applicable actuarial factors to date of retirement.

Section 7. Subsection (2) of section 339.2819, Florida Statutes, is amended to read:

339.2819 Transportation Regional Incentive Program.--

(2) The percentage of matching funds provided from the Transportation Regional Incentive Program shall be 50 percent of project costs, ~~or up to 50 percent of the nonfederal share of the eligible project cost for a public transportation facility project.~~

Section 8. Subsection (1), paragraphs (a) and (b) of subsection (2), paragraphs (a) and (b) of subsection (3), and subsections (5) and (12) of section 339.175, Florida Statutes, are amended to read:

339.175 Metropolitan planning organization.--It is the intent of the Legislature to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight within and through urbanized areas of this state while minimizing transportation-related fuel consumption and air pollution. To accomplish these objectives, metropolitan planning organizations, referred to in this section as M.P.O.'s, shall develop, in cooperation with the state and public transit operators, transportation plans and programs for metropolitan areas. The plans and programs for each metropolitan area must provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities that will function as an intermodal transportation system for the metropolitan area, based upon the prevailing principles provided in s. 334.046(1). The process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive, to the degree appropriate, based on the complexity of the transportation problems to be addressed. To ensure that the process is integrated with the statewide planning process, M.P.O.'s shall develop plans and programs that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state, and regional transportation functions. For

the purposes of this section, those facilities include the facilities on the Strategic Intermodal System designated under s. 339.63 and facilities for which projects have been identified pursuant to s. 339.2819(4).

(1) DESIGNATION.—

(a)1. An M.P.O. shall be designated for each urbanized area of the state; however, this does not require that an individual M.P.O. be designated for each such area. The ~~Such~~ designation shall be accomplished by agreement between the Governor and units of general-purpose local government representing at least 75 percent of the population of the urbanized area; however, the unit of general-purpose local government that represents the central city or cities within the M.P.O. jurisdiction, as defined by the United States Bureau of the Census, must be a party to the ~~such~~ agreement.

2. More than one M.P.O. may be designated within an existing metropolitan planning area only if the Governor and the existing M.P.O. determine that the size and complexity of the existing metropolitan planning area makes the designation of more than one M.P.O. for the area appropriate.

(b) Each M.P.O. required to be designated by Title 23 U.S.C. shall be created and operated under the provisions of this section pursuant to an interlocal agreement entered into pursuant to s. 163.01. The signatories to the interlocal agreement shall be the department and the governmental entities designated by the Governor for membership on the M.P.O. Each M.P.O. shall be considered separate from the state or the governing body of a local government which is represented on the governing board of the M.P.O. or which is a signatory to the interlocal agreement creating the M.P.O. and shall have such powers

and privileges that are provided pursuant to s. 163.01. If there is a conflict between this section and s. 163.01, this section prevails.

(e) The governing body of the M.P.O. shall designate at least a chair, vice chair, and agency clerk. The chair and vice chair shall be selected from among the member delegates comprising the governing board. The agency clerk shall be charged with the responsibility of preparing meeting minutes and maintaining agency records. The clerk shall be a member of the M.P.O. governing board, an employee of the M.P.O., or other natural person.

Each M.P.O. required under this section must be fully operative no later than 6 months following its designation.

(2) VOTING MEMBERSHIP.--

(a) The voting membership of an M.P.O. shall consist of not fewer than 5 or more than 19 apportioned members, the exact number to be determined on an equitable geographic-population ratio basis by the Governor, based on an agreement among the affected units of general-purpose local government as required by federal rules and regulations. The Governor, in accordance with 23 U.S.C. s. 134, may also provide for M.P.O. members who represent municipalities to alternate with representatives from other municipalities within the metropolitan planning area that do not have members on the M.P.O. County commission members shall compose not less than one-third of the M.P.O. membership, except for an M.P.O. with more than 15 members located in a county with a 5-member ~~five-member~~ county commission or an M.P.O. with 19 members located in a county with no more than 6 county commissioners, in which case county commission members may compose less than one-third percent of the M.P.O. membership, but all county commissioners must be members. All voting members shall be

elected officials of general-purpose local governments, except that an M.P.O. may include, as part of its apportioned voting members, a member of a statutorily authorized planning board, an official of an agency that operates or administers a major mode of transportation, or an official of the Florida Space Authority. As used in this section, elected officials of a general-purpose local government shall exclude constitutional officers, including sheriffs, tax collectors, supervisors of elections, property appraisers, clerks of the court, and similar types of officials. County commissioners ~~The county commission~~ shall compose not less than 20 percent of the M.P.O. membership if an official of an agency that operates or administers a major mode of transportation has been appointed to an M.P.O.

(b) In metropolitan areas in which authorities or other agencies have been or may be created by law to perform transportation functions and are performing transportation functions that are not under the jurisdiction of a general-purpose ~~general-purpose~~ local government represented on the M.P.O., they shall be provided voting membership on the M.P.O. In all other M.P.O.'s where transportation authorities or agencies are to be represented by elected officials from general-purpose ~~general-purpose~~ local governments, the M.P.O. shall establish a process by which the collective interests of such authorities or other agencies are expressed and conveyed.

(3) APPORTIONMENT.--

(a) The Governor shall, with the agreement of the affected units of general-purpose local government as required by federal rules and regulations, apportion the membership on the applicable M.P.O. among the various

governmental entities within the area. At the request of a majority of the affected units of general-purpose local government comprising an M.P.O., the Governor and a majority of units of general-purpose local government serving on an M.P.O. shall cooperatively agree upon and prescribe who may serve as an alternate member and shall prescribe a method for appointing alternate members who may vote at any M.P.O. meeting that an alternate member attends in place of a regular member. The method shall be set forth as a part of the interlocal agreement describing the M.P.O.'s membership or in the M.P.O.'s operating procedures and bylaws. ~~An appointed alternate member must be an elected official serving the same governmental entity or a general-purpose local government with jurisdiction within all or part of the area that the regular member serves.~~ The governmental entity so designated shall appoint the appropriate number of members to the M.P.O. from eligible officials. Representatives of the department shall serve as nonvoting members of the M.P.O. governing board. Nonvoting advisers may be appointed by the M.P.O. as deemed necessary; however, to the maximum extent feasible, each M.P.O. shall seek to appoint nonvoting representatives of various multimodal forms of transportation not otherwise represented by voting members of the M.P.O. An M.P.O. shall appoint nonvoting advisers representing major military installations upon the request of the major military installations and subject to the agreement of the M.P.O. All nonvoting advisers may attend and participate fully in governing board meetings but shall not have a vote and shall not be members of the governing board. The Governor shall review the composition of the M.P.O. membership in conjunction with the decennial census as prepared by the United States Department of Commerce, Bureau of the Census,

and reapportion it as necessary to comply with subsection (2).

(b) Except for members who represent municipalities on the basis of alternating with representatives from other municipalities that do not have members on the M.P.O. as provided in paragraph (2)(a), the members of an M.P.O. shall serve 4-year terms. Members who represent municipalities on the basis of alternating with representatives from other municipalities that do not have members on the M.P.O. as provided in paragraph (2)(a) may serve terms of up to 4 years as further provided in the interlocal agreement described in paragraph (1)(b). The membership of a member who is a public official automatically terminates upon the member's leaving his or her elective or appointive office for any reason, or may be terminated by a majority vote of the total membership of the entity's governing board ~~a county or city governing entity~~ represented by the member. A vacancy shall be filled by the original appointing entity. A member may be reappointed for one or more additional 4-year terms.

(5) POWERS, DUTIES, AND RESPONSIBILITIES.--The powers, privileges, and authority of an M.P.O. are those specified in this section or incorporated in an interlocal agreement authorized under s. 163.01. Each M.P.O. shall perform all acts required by federal or state laws or rules, now and subsequently applicable, which are necessary to qualify for federal aid. It is the intent of this section that each M.P.O. shall be involved in the planning and programming of transportation facilities, including, but not limited to, airports, intercity and high-speed rail lines, seaports, and intermodal facilities, to the extent permitted by state or federal law.

(a) Each M.P.O. shall, in cooperation with the department, develop:

1. A long-range transportation plan pursuant to the requirements of subsection (6);
2. An annually updated transportation improvement program pursuant to the requirements of subsection (7); and
3. An annual unified planning work program pursuant to the requirements of subsection (8).

(b) In developing the long-range transportation plan and the transportation improvement program required under paragraph (a), each M.P.O. shall provide for consideration of projects and strategies that will:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and nonmotorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

(c) In order to provide recommendations to the department and local governmental entities regarding transportation plans and programs, each M.P.O. shall:

1. Prepare a congestion management system for the metropolitan area and cooperate with the department in the

development of all other transportation management systems required by state or federal law;

2. Assist the department in mapping transportation planning boundaries required by state or federal law;

3. Assist the department in performing its duties relating to access management, functional classification of roads, and data collection;

4. Execute all agreements or certifications necessary to comply with applicable state or federal law;

5. Represent all the jurisdictional areas within the metropolitan area in the formulation of transportation plans and programs required by this section; and

6. Perform all other duties required by state or federal law.

(d) Each M.P.O. shall appoint a technical advisory committee that includes planners; engineers; representatives of local aviation authorities, port authorities, and public transit authorities or representatives of aviation departments, seaport departments, and public transit departments of municipal or county governments, as applicable; the school superintendent of each county within the jurisdiction of the M.P.O. or the superintendent's designee; and other appropriate representatives of affected local governments. In addition to any other duties assigned to it by the M.P.O. or by state or federal law, the technical advisory committee is responsible for considering safe access to schools in its review of transportation project priorities, long-range transportation plans, and transportation improvement programs, and shall advise the M.P.O. on such matters. In addition, the technical advisory committee shall coordinate its actions with local school boards and other local programs and organizations within the

metropolitan area which participate in school safety activities, such as locally established community traffic safety teams. Local school boards must provide the appropriate M.P.O. with information concerning future school sites and in the coordination of transportation service.

(e)1. Each M.P.O. shall appoint a citizens' advisory committee, the members of which serve at the pleasure of the M.P.O. The membership on the citizens' advisory committee must reflect a broad cross section of local residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented.

2. Notwithstanding the provisions of subparagraph 1., an M.P.O. may, with the approval of the department and the applicable federal governmental agency, adopt an alternative program or mechanism to ensure citizen involvement in the transportation planning process.

(f) The department shall allocate to each M.P.O., for the purpose of accomplishing its transportation planning and programming duties, an appropriate amount of federal transportation planning funds.

(g) Each M.P.O. shall have an executive or staff director who reports directly to the M.P.O. governing board for all matters regarding the administration and operation of the M.P.O., and any additional personnel as deemed necessary. The executive director and any additional personnel may be employed either by an M.P.O. or by another governmental entity, such as a county, city, or regional planning council, which has a staff services agreement signed and in effect between the M.P.O. and that governmental entity. Each M.P.O. may employ personnel or

may enter into contracts with local or state agencies, private planning firms, ~~ex~~ private engineering firms, or other public or private entities to accomplish its transportation planning and programming duties and administrative functions required by state or federal law.

(h) Each M.P.O. shall provide training opportunities for local elected officials and others who serve on an M.P.O. in order to enhance their knowledge, effectiveness, and participation in the urbanized area transportation planning process. The training opportunities may be conducted by an individual M.P.O. or through statewide and federal training programs and initiatives that are specifically designed to meet the needs of M.P.O. board members.

(i)-(h) A chair's coordinating committee is created, composed of the M.P.O.'s serving Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota Counties. The committee must, at a minimum:

1. Coordinate transportation projects deemed to be regionally significant by the committee.
2. Review the impact of regionally significant land use decisions on the region.
3. Review all proposed regionally significant transportation projects in the respective transportation improvement programs which affect more than one of the M.P.O.'s represented on the committee.
4. Institute a conflict resolution process to address any conflict that may arise in the planning and programming of such regionally significant projects.

(j)-(i)+1. The Legislature finds that the state's rapid growth in recent decades has caused many urbanized areas subject to M.P.O. jurisdiction to become contiguous to each other. As a result, various transportation projects may

cross from the jurisdiction of one M.P.O. into the jurisdiction of another M.P.O. To more fully accomplish the purposes for which M.P.O.'s have been mandated, M.P.O.'s shall develop coordination mechanisms with one another to expand and improve transportation within the state. The appropriate method of coordination between M.P.O.'s shall vary depending upon the project involved and given local and regional needs. Consequently, it is appropriate to set forth a flexible methodology that can be used by M.P.O.'s to coordinate with other M.P.O.'s and appropriate political subdivisions as circumstances demand.

2. Any M.P.O. may join with any other M.P.O. or any individual political subdivision to coordinate activities or to achieve any federal or state transportation planning or development goals or purposes consistent with federal or state law. When an M.P.O. determines that it is appropriate to join with another M.P.O. or any political subdivision to coordinate activities, the M.P.O. or political subdivision shall enter into an interlocal agreement pursuant to s. 163.01, which, at a minimum, creates a separate legal or administrative entity to coordinate the transportation planning or development activities required to achieve the goal or purpose; provides ~~provide~~ the purpose for which the entity is created; provides ~~provide~~ the duration of the agreement and the entity, and specifies ~~specify~~ how the agreement may be terminated, modified, or rescinded; describes ~~describe~~ the precise organization of the entity, including who has voting rights on the governing board, whether alternative voting members are provided for, how voting members are appointed, and what the relative voting strength is for each constituent M.P.O. or political subdivision; provides ~~provide~~ the manner in which the parties to the agreement will provide for the financial

support of the entity and payment of costs and expenses of the entity; provides ~~provide~~ the manner in which funds may be paid to and disbursed from the entity; and provides ~~provide~~ how members of the entity will resolve disagreements regarding interpretation of the interlocal agreement or disputes relating to the operation of the entity. Such interlocal agreement shall become effective upon its recordation in the official public records of each county in which a member of the entity created by the interlocal agreement has a voting member. This paragraph does not require any M.P.O.'s to merge, combine, or otherwise join together as a single M.P.O.

(12) VOTING REQUIREMENTS.--Each long-range transportation plan required pursuant to subsection (6), each annually updated Transportation Improvement Program required under subsection (7), and each amendment that affects projects in the first 3 years of such plans and programs must be approved by each M.P.O. on a supermajority recorded roll call vote or hand-counted vote of a majority plus one of the membership present.

Section 9. This act shall take effect July 1, 2007.

MINUTES
PROPERTY COMMITTEE MEETING
OF OCTOBER 27, 2006

The Property Committee meeting was held at 8:30 a.m. on Friday, October 27, 2006 in the Board Room of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices, located at 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

COMMITTEE MEMBERS PRESENT:

Mr. George Morgan, Jr., SFRTA Board Member and Property Committee Chair
Mr. Bill Smith, SFRTA Board Member and Property Committee Vice-Chair

COMMITTEE MEMBERS ABSENT:

Commissioner James Scott, SFRTA Board Chair

ALSO PRESENT:

Commissioner Jeff Koons, SFRTA Board Member
Mr. Joseph Giulietti, SFRTA Executive Director
Mr. Jack Stephens, SFRTA Deputy Executive Director
Ms. Bonnie Arnold, SFRTA
Mr. Brad Barkman, SFRTA
Ms. Loraine Cargill, SFRTA
Mr. William Cross, SFRTA
Ms. Diane Hernandez Del Calvo, SFRTA
Mr. Michael Masanoff, Cypress Creek Partners, LLC
Ms. Renee Mathews, SFRTA
Mr. Dan Mazza, SFRTA
Ms. Teresa Moore, Greenberg Traurig
Mr. Jeff Olson, SFRTA
Ms. Flavia Silva, SFRTA
Ms. Lynda Kompelien Westin, SFRTA
Mr. Edward Woods, SFRTA
Mr. Joseph Yesbeck, Carter Burgess

CALL TO ORDER

The Chair called the meeting to order at 8:35 a.m.

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Smith moved for approval of the Agenda. The motion was seconded by the Chair.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the Agenda unanimously approved.

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

Mr. Masanoff, Cypress Creek Partners, LLC, requested to address the Property Committee after Agenda Item I4.

CONSENT AGENDA

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of Property Committee Meeting of September 22, 2006

Mr. Smith moved for approval of the Consent Agenda. The motion was seconded by the Chair.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the Consent Agenda unanimously approved.

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.
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There were no Regular Agenda Items at this meeting.

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.
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I1 – INFORMATION: Tri-Rail Station Area Land Use, Zoning and Government Owned Properties

Mr. Cross, Manager of SFRTA’s Planning & Capital Development Department, stated that at the September 22, 2006 Property Committee meeting, staff was directed to prepare land use, zoning, and government owned property maps within a half mile of each Tri-Rail station. Mr. Cross provided a presentation which included the requested information.

The Chair requested that Committee members and staff review the maps and identify those government owned properties that may be of interest to SFRTA.

The Chair moved the discussions to the next item on the Agenda.

I2 – INFORMATION: Tri-Rail Boca Raton Station – Phase II Joint Development Project

Mr. Cross stated that at the August 25, 2006 Property Committee meeting, staff was directed to meet with the City of Boca Raton (City) to discuss the development plan and possible additional uses for the Boca Raton property and, to report back to the Committee with results of the discussions. Mr. Cross reported that the meeting was positive and that City staff noted the extension of the Development of Regional Impact (DRI) for the Boca T-Rex Center through November 2008 has been approved.

The Chair requested another meeting with the City Mayor and City Manager to continue discussions for the site usage prior to the next Property Committee meeting.

Mr. Smith suggested that staff explore locating the SFRTA Administrative Facility at the Boca Raton Station site.

Mr. Giulietti pointed out that the SFRTA Governing Board will need to approve the location of SFRTA Administrative Facility.

The Chair moved the discussions to the next item on the Agenda.

I3 – INFORMATION: New Station Needs Assessment

Mr. Cross stated that SFRTA will initiate a major update of its Transit Development Plan (TDP) and staff anticipates that the scope of the TDP will address the future operational needs of Tri-Rail and include a comprehensive evaluation of potential new station locations along the current 72-mile corridor.

The Chair moved the discussions to the next item on the Agenda.

I4 – INFORMATION: SFRTA Proposed Administrative Facility at Cypress Creek

The Chair briefed the Committee about SFRTA plans to build an Administrative Facility at Cypress Creek and stated that over the past three years, staff has been evaluating the property and putting together preliminary building plans and cost estimates. The Chair continued stating that he wanted to bring this item back for discussion and did not want to limit possibilities to just the Boca Raton or the Cypress Creek sites and requested staff to look at other opportunities along the rail corridor.

Mr. Masanoff, Cypress Creek Partners, LLC (CCP), addressed the Committee regarding the Cypress Creek site. Mr. Masanoff stated that CCP planned to construct a mixed-use transit-oriented development on the FDOT property and would like to enter into an agreement with SFRTA to relocate approximately 268 parking spaces to the SFRTA site at Cypress Creek.

The Chair stated that the Committee will look into a location for the SFRTA Administrative Facility and that at this time it is premature to make any plans regarding the Cypress Creek property.

The Chair moved the discussions to the next item on the Agenda.

OTHER BUSINESS

There was no Other Business discussed at this meeting.

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

There were no Reports/Comments from the SFRTA Executive Director.

PROPERTY COMMITTEE MEMBER COMMENTS

There were no Comments from the Property Committee Members.

ADJOURNMENT

The meeting was adjourned at 9:40 a.m.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
MARKETING COMMITTEE MEETING
OCTOBER 17, 2006

The Marketing Committee Meeting of the South Florida Regional Transportation Authority Board of Directors was held at 2:30 P.M. on Tuesday, October 17, 2006 at the South Florida Regional Transportation Authority, Main Conference Room, 800 Northwest 33rd Street, Suite 100, Pompano Beach, Florida 33064.

COMMITTEE MEMBERS PRESENT

Lili Agee, Palm Tran
Bonnie Arnold (Chair), SFRTA/Tri-Rail
Phyllis Berry, Broward County Transit

COMMITTEE MEMBERS NOT PRESENT

Michael DeCossio, Metro-Dade Transit
Corine William's replacement, FDOT

ALSO PRESENT

Dan Glickman, Private Citizen
Robyn Hankerson, Bitner Goodman
Andrew McGee, South Florida Commuter Services
Steve Rosenberg, SFRTA/Tri-Rail
Jennifer Ryan, South Florida Commuter Services

CALL TO ORDER

The Chair called the meeting to order at 2:15 p.m.

MINUTES APPROVAL –

- Prior meeting Minutes were approved

DISCUSSION ITEMS

DMU DEMONSTRATION

- DMU demonstration is October 23rd at 4:00 p.m. at the Miami Airport Station. Short ride of 4.5 miles in each direction, with return at 5:00 p.m.

FPTA CONFERENCE

- Registered participants will be the only recipients of badges. If a person is working a booth, they will also wear a badge. Vendors will probably wear their own badges.
- Vendor space is first come, first served per Wes Watson.
- Ms. Agee introduced Andrew McGee who is Miami-Dade outreach and may be WPB TMI.
- Piano player is arranged.
- Tri-Rail will have Bonnie Arnold, Andrea Reitor, Donna Fortier, Victor Garcia, Ari Rothenberg, Miguel Cabreja and Steve Rosenberg working on Sunday as needed. Donna and Steve will work the registration table. Andrea will oversee the vendor's setup with help from Victor and Ari. Cassandra Harrell is scheduled to work the registration table on Monday.
- The mayor will speak for about 5 minutes. She will be introduced by Chuck Cohen. Mr. Giulietti will introduce Commissioner Jeff Koons. If a Broward County VIP attends, Chris Walton can make that introduction.
- Each agency will have a 15-minute show and tell.
- Buses have been confirmed with Midnight Sun.
- Palm Tran will have bus passes and guide books available. Tri-Rail will supply complimentary passes.
- Goody bags are arriving on October 23 and Ms. Agee requested that each agency delivers its contribution as soon as possible so that the bags could be filled well in advance. City Place is supplying coupons as fillers. Raffle basket is being completed.
- Photography duties will be shared by Tri-Rail and Palm Tran.
- Awards entry deadline is October 20.
- Transportation from the Governor's Club is to be decided. Use of personal cars is being suggested since there should not be a parking problem on Monday evening.
- Ms. Arnold will send a press release.
- Ms. Agee is working on the signage for bus placement outdoors.
- Ms. Arnold stated that 48 tables have been assigned.
- Marketing awards will need to be set up in the foyer due to space constraints.

FPTA TRANSIT PASS

- Each agency will make its own passes available to the Conference participants, as needed, rather than produce one pass usable for all properties.

CUSTOMER INFORMATION NETWORK

- Ms. Berry stated that she believes the trip-plotting problems experienced by Tri-Rail users conducting test trip, have been resolved. BCT agents are presently using it.
- The interactive voice recording still is experiencing problems because it doesn't allow for loops because it doesn't recognize bus directions.
- There are still issues with the agencies being asked for additional funding for a still not reliable product. BCT is approaching the Board of County Commissioners for its share of additional money.
- Miami-Dade has already gone "live" with this program, but is apparently experiencing loop problems also.
- Ms. Berry will try to arrange for a demonstration at the next meeting of this Committee in November. She will be in contact with Mr. Rosenberg with regard to her audio/visual needs.

TRAIN AND BUS SCHEDULE / ROUTE UPDATES

- Palm Tran will be meeting with PTSB to present some changes, which if approved will result in a new bid in January.
- Broward County Transit will have new service throughout 2007 and will have a public hearing. At the November 14 County Commission Meeting, to present some changes effective December 31, 2006 and March 2007. The new changes are brought about by transit concurrency in a new program to charge developers an impact fee for their development. That fee will be used for transit. As a result, there will be greater frequency of buses on Broward, Sunrise and Oakland Park Boulevards. In March, limited-stop service will begin along Federal Highway, like the service on State Road 7. This route will end at Aventura Mall. Later in the year, University Drive will begin limited-stop service into Miami-Dade County. Route 15 will be introduced in southern Broward County. Sheridan Street Station will have improved bus service in 2007. All of the above will be presented for approval at the November 14 County Commission Meeting.

AGENCY REPORTS

BROWARD COUNTY TRANSIT

- Penny sales tax referendum are being addressed
- Performed a transit voter registration in September at the terminal, which was well-received
- September experienced 100,000 calls to customer service
- Researching with BCT's IT department, how to sell passes online by determining how agencies across the country do so.

FDOT

No representation at this meeting

MIAMI-DADE TRANSIT

No representation at this meeting

PALM TRAN

- Performing phone survey to assess marketing efforts.
- Working on the FPTA Conference
- Hit record ridership of 9.3 million
- Was present at 2 Tri-Rail stations on Communities in Motion day. Had many request for information.
- Complaint calls are down; call volume is up.
- Ms. Agee addressed Ms. Ryan about the scope of work being performed by South Florida Commuter Services. Ms. Agee stated that her understanding is that SFCS's existence in part, is an added service to all the agencies; help with a special project, appearance at an event and enhancement of public transit with collaterals. Ms. Agee questioned whether the mission of SFCS has switched to that of transit management, van pools and car pools. She stated that she is very disappointed with SFCS's lack of appearance at Palm Beach County events, ignored requests for collateral materials, no phone contact from an SFCS agent on a regular basis. Ms. Agee had in hand a copy of SFCS's scope of services, which she ordered, so as to better understand the purpose of SFCS in this region. Ms. Ryan stated that the mission has not changed and that SFCS should be working cooperatively with ALL the agencies. Ms. Agee asked Ms. Ryan to forward a copy of the SFCS marketing plan for her review. Ms. Ryan stated that Mr. McGee will be, if approved the new TMI for Palm Beach County. Ms. Agee stated that she wants to proceed with an aggressive marketing plan, but needs the help of SFCS and suggested perhaps, a quarterly meeting, to which Ms. Ryan was agreeable.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

OLD BUSINESS

None

NEW BUSINESS

None

With no further comments, the meeting adjourned at 3:00 p.m.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
OPERATIONS TECHNICAL COMMITTEE MEETING
NOVEMBER 2, 2006

The regular Meeting of the South Florida Operations Technical Committee meeting was held on Thursday, November 2, 2006, at 10:00 a.m., in the South Florida Regional Transportation Authority (SFRTA-Tri-Rail) Board room, at 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

COMMITTEE MEMBERS PRESENT:

Brad Barkman, SFRTA
Gerry Gawaldo, Palm Tran
Peter Wolz, BCT
Jeff Weidner, FDOT IV
Jim Udvardy, SFCS
Steve Alperstein, MDTA
Larry Penso, SFEC/TMA
Annette Coates, PBSB

COMMITTEE MEMBERS ABSENT:

Larry Skipper, CSX
Wayne Blalock, FEC
Tom Kirk, Amtrak
Paul Carpenter, DFTL/TMA

ALSO PRESENT:

Jim Devaughn, SFRTA
Marcin Gadek, SFRTA
Andrew McGee, SFCS
Terence L. Hightower, PBSB
Dan Glickman, Public
Margaret Ferrara, SFRTA

CALL TO ORDER

The Chair, Gerry Gawaldo, Operations Technical Committee, called the meeting to order at 10:00 a.m. Committee conducted general introductions. Gerry Gawaldo introduced James DeVaughn the new SFRTA Bus Manager/Operations.

MATTERS BY THE PUBLIC Persons wishing to address the Committee are requested to complete an "Appearance Card" and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting. Dan Glickman did speak at the meeting, but did not wish to fill out a card.

CONSENT AGENDA

C1 – MOTION TO APPROVE – Minutes of Operations Technical Committee August 24, 2006 were approved. Brad Barkman made a motion to approve the minutes and the motion was seconded by Larry Penso.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if desired.

INFORMATION/PRESENTATION ITEMS

Action not required, provided for information purposes only.

INFORMATION DISCUSSION ITEMS

1. New Bus Bays, Boca

Simons who owns Town Center Mall is looking for expansion for Simons to build a 5 of 9 bus bay facilities on Butts Road utilized by BCT and Palm Tran

- Discussion with FDOT / Jeff Weidner appears there is opportunity for this expansion
- A map was shown to the committee
- Proposing 5 bus bays does not provide for future expansion
- Discussion with FDOT for the possibility of getting a grant for expansion.
- New Shuttles and expanded service for Tri-Rail

Note: comments by Dan Glickman

- Real efficiency should be to FAU as a major transfer point

2. New River Bridge

- Bridge construction is progressing
- Double tracking is still under construction between two Fort Lauderdale stations
- Process to propose a bid package for dispatch of the bridge
- Dispatcher to control flyover
- Full dispatch is driven when the product is in place and all fixed apparatus
- Turnover from CSX to SFRTA could be end of March or April 2007

3. 48 Train Schedule

- Additional 20 and 30 minute trains NB and SB are in the most saturated area
- Some operational changes implemented and will remain: MetroRail at noon crossed over to the Southbound platform
- Reverse operation at West Palm Beach for the students in the afternoon
- Draft should be finalized in December and brought to the January 07 meeting
- Schedule could be earlier in the a.m. to hit the target spots
- Marketing studies of American Airlines employees for earlier trains

- Consideration to modify the weekend schedule to better meet the needs of the working /commuting public
- Trying not to make short turns and eliminate service in any county
- Estimated that thousands of people require earlier trains
- May be an opportunity to get 50 trains running / looking at high reliability
- FDOT / Jeff Weidner stated that there are funds earmarked for additional bus service to Tri-Rail
- Some additional feeder bus service to meet the new train schedule – with no more than a 10 minute wait
- Finalize the 48 train schedule in December
- Possible new schedule in May 07
- Coordination with new train service and feeder bus service
- Committee discussed bus pics to connect with the new schedule
- Broward contracted feeder service to enhance the service
- Possible consideration to change the weekend service
- Fixed bus routes (Palm Tran) may be a slight period that service is not coordinated
- Additional frequencies will have improved feeder service
- Ridership is building and management IS monitoring the service for maximum efficiency / capacity
- *DMU is running on P612 and P619 for anyone who would like to ride*

Note: Discussion on ADA Passengers – Elevator and Emergency Service

- The ADA simulated emergency service for ADA passengers
- Carry by service to next station
- Or bus availability to next station
- Elevator out of service – drive to next station
- Wait for train to carry to next station and return

4. SEGWAYS

- Approved as a mobility device by ADA
- Will not be allowed on trains for general use
- Identify any limitations for transfers
- Testing equipment for Segways
- Possible demonstration in 2007 to identify the tie down capability
- Have been used on Tri-Rail

5. UPDATES: PALM TRAN, PBCS, BCT, MIAMI-DADE, TMA, SFEC, SFCS

- BCT new pics – do not affect Tri-Rail
- Next September realignment of Sheridan Street/ Tri-Rail
- Discussed BCT limited stops
- MDTA line up in December
- The SFEC Tri-Rail Express bus currently runs two buses; another bus is needed
- There was an opportunity to get money from Broward County; it did not go through
- FDOT / Jeff Weidner suggested to apply to FDOT for the additional bus framed as new service connections
- Larry Penso would like to present the new 3-bus schedule at the next meeting
- Palm Tran next bid January, minor in nature, service curtailment on weekends no impact to Tri-Rail

- Commuter Challenge in Palm Beach County
- Student Challenge with over 500 participants – use alternate transportation

Note: Discussion on Dispatch, Maintenance of Way, Operations and Maintenance. These contracts are Requests for Proposals and are on the street.

Note: Quiet Zones affect only road crossings. Blowing approaching the stations and with men or equipment on the track.

Note: A motion was made to add Trolley systems as voting members of this committee. Brad Barkman seconded the motion. The Chair called for discussion, and the motion was approved.

Brad Barkman will bring the recommendation to the SFRTA Governing Board for approval either in December or the next governing board meeting.

6. DATES / ROTATION OF MEETINGS

- The meeting dates will not change
- Committee will rotate the meetings at different locations
- January 25 – Palm Tran
- March –Broward County Transit
- May – Miami Dade Transit
- July – Nova University

OTHER BUSINESS:

NEW BUSINESS

OPERATIONS TECHNICAL COMMITTEE MEMBER COMMENTS

NEXT MEETING DATE: Thursday, January 25, 2007 @ 10:00 at Palm Tran Offices, 3201 Electronics Way, WPB, FL 33407.

ADJOURNMENT - the committee adjourned at 12:00 p.m.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
ADA ADVISORY COMMITTEE MEETING OF SEPTEMBER 26, 2006

The ADA Advisory Committee meeting was held at 1:00 p.m., on Tuesday September 26, 2006 in the Main Conference Room of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices located at 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

COMMITTEE MEMBERS PRESENT:

Ms. Andrea Busada, Broward County Transit
Ms. Deborah Byrnes, Broward County MPO
Ms. Loraine Cargill, SFRTA
Mr. Mac Glasgow, Transportation Disadvantaged Board, Miami-Dade County
Ms. Maud Gonzalez, Miami-Dade Transit
Ms. Nina Holland, Palm Beach County Office of Equal Opportunity
Ms. Ilene Hyams, ADA Coordinator, Miami-Dade County
Mr. Brandon Jewell, Broward County Office of Equal Opportunity
Ms. Angela Morlok, Palm Beach County MPO

COMMITTEE MEMBERS ABSENT:

Ms. Karen Caputo, Transportation Disadvantaged Board, Broward County
Mr. David Evans, Transportation Disadvantaged Board, Palm Beach County
Mr. Lou Ferri, Palm Tran
Ms. Elizabeth Rockwell, Miami-Dade County MPO

ALSO PRESENT:

Commissioner Robert Siedlick
Mr. Brad Barkman, SFRTA
Mr. Patrick Cavanaugh, Broward County Transit
Mr. Kamal El Sheikh, SFRTA
Ms. Maggie Ferrara, SFRTA
Ms. Diane Hernandez Del Calvo, SFRTA
Ms. Marie Jarman, SFRTA
Mr. Don Kloehn, TranSystems Corporation
Mr. Joseph Quinty, SFRTA
Mr. Michael Lulo, SFRTA
Ms. Rita Sheil, Herzog Transit Services
Ms. Flavia Silva, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 1:15 p.m.

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Glasgow moved for approval of the Agenda. The motion was seconded by Ms. Holland.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the Agenda approved unanimously.

DISCUSSION ITEMS

There were no discussion items at this meeting.

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

There were no matters by the public at this meeting.

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of the ADA Advisory Committee Meeting of May 30, 2006

Ms. Hyams moved for approval of the Consent Agenda. The motion was seconded by Ms. Holland.

The Chair called for any discussions and/or opposition to the motion. Upon hearing none, the Chair declared the Consent Agenda approved unanimously.

REGULAR AGENDA
Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

R1 – MOTION TO ELECT: ADA Advisory Committee Chair and Vice-Chair for Fiscal Year 2006-07

The Chair informed the Committee that according to the SFRTA Bylaws, the SFRTA member will serve as the Vice-Chair of the Committee.

Ms. Gonzalez nominated Mr. Glasgow to serve as Chair. Mr. Glasgow accepted the nomination.

Ms. Cargill nominated Ms. Hyams to serve as Chair. Ms. Hyams declined the nomination.

Ms. Cargill nominated Ms. Holland to serve as Chair. Ms. Holland declined the nomination.

Ms. Cargill nominated Ms. Byrnes to serve as Chair. Ms. Byrnes accepted the nomination.

The members of the Committee requested to vote by paper. After final count of the votes, Ms. Byrnes received the majority of the votes.

Ms. Cargill moved to elect Ms. Byrnes to serve as Chair of the ADA Advisory Committee for Fiscal Year 2006-07. The motion was seconded by Ms. Busada.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion approved unanimously.

The Chair moved the discussions to the next item on the Agenda.

R2 – MOTION TO APPROVE: Tri-Rail Golden Glades Station June 22, 2006 ADA Assessment Report Findings

The Chair stated that on June 22, 2006 the Committee and Mr. Kloehn, SFRTA ADA's Consultant, conducted an assessment of the Golden Glades station to ascertain ADA compliance as part as it 2006 goals. The Chair distributed the ADA Assessment Findings Report to the members and stated that the Committee will present the status of its goals to SFRTA's Governing Board.

Mr. Lulo, SFRTA's Engineering Department, addressed the Committee in relation to the assessment findings and explained that SFRTA is currently in the process of allocating funds and requesting quotes from vendors to proceed with corrective actions to bring the Golden Glades station into compliance.

There was discussion amongst the members and the Committee unanimously approved the Tri-Rail Golden Glades Station June 22, 2006 Assessment Report Findings.

The Chair moved the discussions to the next item on the Agenda.

INFORMATION / PRESENTATION ITEMS
Action not required, provided for information purposes only.

I1 – INFORMATION: Transit Development Plan FY 2006-2011 Minor Update

Mr. Quinty, SFRTA's Planning and Capital Development Department provided a brief overview of the Transit Development Plan (TDP) Minor Update. Mr. Quinty added that SFRTA's Governing Board approved the TDP FY 2006-2011 Minor Update at its August 25, 2006 meeting.

The Chair moved the discussions to the next item on the Agenda.

I2 – PRESENTATION: The Ten Commandments of Communicating with People with Disabilities

Ms. Sheil, Herzog's Director of Human Resources, provided a video presentation on The Ten Commandments of Communicating with People with Disabilities.

The Chair moved the discussions to the next item on the Agenda.

REPORTS
Action not required, provided for information purposes only.

A. CUSTOMER SERVICE REPORT

Ms. Cargill, on behalf of SFRTA's Customer Service Manager, stated that there were two ADA related complaints from May through July 2006. Both complaints were addressed by SFRTA's Customer Service.

The Chair moved the discussions to the next item on the Agenda.

B. OPERATIONS MONTHLY REPORTS

Ms. Ferrara, SFRTA Operations Department, presented the Operations Monthly Report which summarized the ridership numbers from May through July 2006. Ms. Ferrara also presented a report which highlighted wheelchair boardings from January through July 2006.

Mr. Barkman informed the Committee that the ridership numbers are rising.

The Chair stated that at the Committee's last meeting, Mr. Evans requested a copy of the Monthly Operations Report be provided to the Palm Tran Service Board.

The Chair moved the discussions to the next item on the Agenda.

OTHER BUSINESS

1) Segways and Emergency Procedures Demonstration

Mr. Barkman, SFRTA Director of Operations, addressed the Committee regarding the arrangements to schedule the Segways and Emergency Procedures Demonstrations.

2) Tri-Rail Metrorail Station Accessible Route Update

Ms. Cargill stated that CSXT allowed Tri-Rail to move the crossing gate further away from the tracks making the pedestrian crossway accessible.

3) Broward County 2006 DisAbilities Expo– October 21, 2006

Ms. Cargill informed the Committee that the Broward County 2006 DisAbilities Expo will be held on October 21, 2006 at Nova Southeastern University Campus and that SFRTA will be sponsoring a booth during the Expo. Ms. Cargill requested Committee members to assist in staffing the booth.

The Chair moved the discussions to the next item on the Agenda.

ADA ADVISORY COMMITTEE MEMBER COMMENTS

Ms. Cargill informed the Committee that the functions of the ADA Advisory Committee have been transferred to the Administration Department.

Ms. Hernandez Del Calvo, SFRTA Director of Administration/EEO Officer, stated that the Administration Department will be providing support to the ADA Advisory Committee and will be handling any ADA matters involving Tri-Rail operations. Ms. Del Calvo introduced Ms. Jarman, SFRTA Administrative Compliance Officer, who will be coordinating the Authority's ADA efforts.

ADJOURNMENT

The meeting was adjourned at 2:30 p.m.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: DECEMBER 8, 2006

AGENDA ITEM REPORT

☒ Information Item ☐ Presentation

SOUTH FLORIDA VANPOOL PROGRAM
TRANSITION REPORT

SUMMARY EXPLANATION AND BACKGROUND:

Over the past two (2) years, Urbantrans Consultants, Inc., on behalf of the Florida Department of Transportation (FDOT) District VI, has conducted a study of the South Florida Vanpool Program (SFVP). This study emerged from an increasing regional demand for vanpool services and a stakeholder interest in evaluating operational and funding options for the vanpool program.

SFVP has been successfully managed by the Miami-Dade Metropolitan Planning Organization (MPO) since its inception in 1998. The program has grown to include 161 active vanpools and over 1,000 participants in Miami-Dade, Broward, and Palm Beach Counties. Selected through a competitive procurement process, VPSI, Inc. has been the contracted operator of the SFVP. The current operations contract with VPSI, Inc. will end in June 2007.

The South Florida Vanpool Transition Report provides recommendations on how the SFVP should proceed beyond this operations contract. The report covers the following issues and makes the following recommendations:

- Management and Oversight – Housed by SFRTA
- Operational Model – Continue the Existing Operational Lease Model
- Type of Trips Served – Keep Focus on Longer Distance Point-to-Point Travel
- Reporting SFVP Mileage – Begin Reporting Mileage and Costs to the National Transit Database (NTD)
- Commitment to Sharing Program Costs – Five-year (5) Commitment to Share of Costs by Each Partner
- Vanpool Stakeholder Group – Maintain the Stakeholder Group as a Vanpool Working Group
- Contingency Location – Establish FDOT, District 6 as Contingency Location for Housing SFVP

(Continued on page 2)

EXHIBITS ATTACHED: Exhibit 1- Slideshow presentation (To be distributed under separate cover)
 Exhibit 2- Final SFVP Transition Report

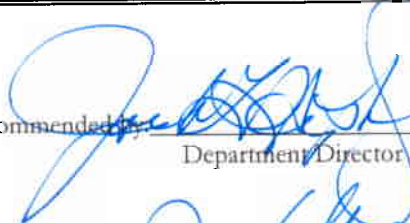
SUMMARY EXPLANATION AND BACKGROUND (Continued):

SOUTH FLORIDA VANPOOL PROGRAM
TRANSITION REPORT

These findings were unanimously endorsed by South Florida Regional Transportation Authority (SFRTA) Planning Technical Advisory Committee (PTAC) on September 20, 2006. Since then both the Broward County MPO and Palm Beach MPO have each approved a five-year funding plan for the SFVP and the transition of management and oversight to the SFRTA. The Miami-Dade MPO has approved a five-year funding plan, but has not yet approved the transition of management and oversight to the SFRTA. Therefore, this agenda item is being presented to the SFRTA Governing Board as an informational item and not an action item.

Mr. Stuart Anderson of Urbantrans Consultants, Inc. will present this item and provide an overview of the report's findings and recommendations.

SOUTH FLORIDA VANPOOL PROGRAM
TRANSITION REPORT

Recommended by:  11/22/06
Department Director Date

Approved by: _____
Contracts Director Date

Authorized by:  11/22/06
Executive Director Date

Approved as to Form by: _____
General Counsel Date

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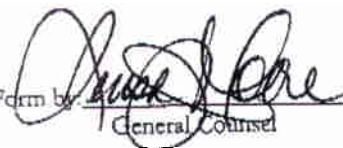
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SOUTH FLORIDA VANPOOL PROGRAM
TRANSITION REPORT

Recommended by: _____
Department Director Date

Approved by: _____
Contracts Director Date

Authorized by: _____
Executive Director Date

Approved as to Form by:  11/14/06
General Counsel Date

SOUTH FLORIDA

VANPOOL PROGRAM

TRANSITION REPORT



Executive Summary

South Florida Vanpool Program (SFVP) has served commuters for nearly eight years. The service offers a high quality, shared-travel option for groups of up to 15 commuters interested in an alternative to driving to work alone. The service also improves access for commuters to areas not currently served by public transit. The concept is that commuters who live and work near one another can share a van for traveling to and from work. Participants are charged a monthly fare that covers the cost of the van, insurance, maintenance, and other administration. One or two members of the vanpool drive the van on a daily basis and park the van at their home overnight. To reduce operating costs and encourage participation in the program, each van is provided with a monthly subsidy of \$400.

In 2005, increasing demand for vanpool services, coupled with stakeholder interest in evaluating operational and funding options, led to a study of SFVP and subsequent recommendations for enhancing the program. This report documents the process, analyses, and recommendations of the SFVP Transition Study.

Background

A study by the Miami-Dade Metropolitan Planning Organization (MPO) entitled, *Congestion Mitigation: Public-Private Partnership Study*, recommended the implementation of a vanpool program to combat congestion. In January 1998, the Miami-Dade MPO initiated the recommended vanpool program as a three-year demonstration project. Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding, through the Florida Department of Transportation (FDOT) District 6, was used to launch the vanpool service. After a competitive open process, a contract was awarded to VPSI, Inc. for the operation of the program. Through its contract, VPSI provides vans, insurance, scheduled and non-scheduled maintenance, formation of the groups, marketing, and other administrative tasks. Additionally, South Florida Commuter Services (SFCS) assists the program with outreach efforts and a close coordination in promoting the program through employers and individuals.

Since its launch, the program has been well managed and highly successful, with an average annual growth of 30 percent during the past five years. As it grew it began serving commuters outside of the Miami-Dade area, with vanpool users starting their commutes in Broward County and ending them in Miami-Dade County. As a result, Broward County became an active partner in the vanpool program and the continued expansion of the program's service area eventually led Palm Beach County to become an active partner. Today, all three counties' MPOs provide funding and direction to the program.

As of July 2006, the program had 161 active vanpools and more than 1,000 participants traveling in Miami-Dade, Broward, and Palm Beach Counties. The fleet is diverse with van models ranging in size from 7 to 15 passengers, with the majority being minivans.

The successful service has been continued under the dedicated management of the Miami-Dade MPO, as well as the support and effort provided by Broward and Palm Beach MPOs, and Districts 4 and 6 of the Florida Department of Transportation. The current operations contract with VPSI will end in June 2007.

Program Analysis

A series of analyses were performed and associated documents created to develop recommendations for the SFVP program. The first step in the process involved the development of a peer review of vanpool programs throughout the country to define operational characteristics and program successes and challenges. The peer review information allowed project stakeholders to identify and understand a variety of operational models and their relevance to the South Florida vanpool market for future growth and expansion.

Based on the peer review, the stakeholders developed a series of alternatives for vanpool management and operations. These alternatives considered various operational models that housed the program at

metropolitan planning organizations (MPOs), county or regional transit agencies, or with FDOT. The alternatives also considered hiring a third-party vendor to handle day-to-day operations and reporting vanpool revenue miles to the National Transit Database (NTD) in order to access federal Section 5307 funding.

The alternatives were analyzed based on several primary issues of importance that were identified and agreed on by the stakeholders. The issues considered items such as regional partnerships, financial stability, coordination with transit services and the organizational capacity of proposed hosting agencies. Additionally, ease of transition was considered should the program be transferred to another agency.

Financial Assessment

A financial analysis was performed to understand the historical evolution of the program, its current operational capacity, and the consequences and costs of the different operational models. The financial analysis considered ridership trends, revenues, cost factors, and potential Section 5307 funding.

The following table offers operational and funding estimates based on current trends. A growth rate of approximately 15 percent was selected by program stakeholders during the period of 2007 to 2011. These estimates do not include potential Section 5307 revenue.

SFVP Revenue Needs Projections						
Vanpool Ridership	2006	2007	2008	2009	2010	2011
7 passenger	124	142	164	188	217	249
9 passenger	23	26	30	34	39	45
15 passenger	14	16	18	22	25	29
Total Number of Vans	161	184	212	244	281	323
Total Number of Riders	1127	1288	1484	1708	1967	2261
Average Monthly Operational Lease Costs Per Vehicle ¹						
7 passenger	\$1,025	\$1,076	\$1,130	\$1,187	\$1,246	\$1,308
9 passenger	\$1,165	\$1,223	\$1,284	\$1,349	\$1,416	\$1,487
15 passenger	\$1,280	\$1,344	\$1,411	\$1,482	\$1,556	\$1,634
Average Annual Operational Lease Costs for the Fleet						
7passenger	\$1,525,200	\$1,833,930	\$2,223,963	\$2,676,892	\$3,244,308	\$3,908,868
9 passenger	\$321,540	\$381,654	\$462,389	\$550,242	\$662,718	\$802,909
15 passenger	\$215,040	\$258,048	\$304,819	\$391,185	\$466,754	\$568,507
Total Annual Operational Lease Costs	\$2,061,780	\$2,473,632	\$2,991,171	\$3,618,319	\$4,373,780	\$5,280,283
Administration Costs ²						
Contract	\$225,371	\$236,613	\$248,444	\$260,866	\$273,911	\$287,609
Coordinator	\$130,998	\$137,548	\$255,376	\$379,115	\$398,070	\$417,975
Total Administrative Costs	\$356,369	\$374,161	\$503,820	\$639,981	\$671,981	\$705,584
Total Costs ³						
Total Program Cost	\$2,418,149	\$2,847,793	\$3,494,991	\$4,258,300	\$5,045,761	\$5,985,867
Total Cost Per Van	\$15,020	\$15,477	\$16,486	\$17,452	\$17,956	\$18,532
Total Cost Per Rider	\$2,146	\$2,211	\$2,355	\$2,493	\$2,565	\$2,647
Total Cost Per Passenger Mile	\$0.136	\$0.140	\$0.150	\$0.158	\$0.163	\$0.168
Farebox Recovery ⁴						
7passenger	\$930,000	\$1,152,330	\$1,436,763	\$1,774,492	\$2,202,708	\$2,713,668
9 passenger	\$211,140	\$256,854	\$318,389	\$387,042	\$475,518	\$586,909
15 passenger	\$147,840	\$181,248	\$218,419	\$285,585	\$346,754	\$429,307
Total Farebox Recovery	\$1,288,980	\$1,590,432	\$1,973,571	\$2,447,119	\$3,024,980	\$3,729,883
Net Public Funding Needed ⁵						
Total Net Public Funding Needed	\$1,129,169	\$1,257,361	\$1,521,420	\$1,811,181	\$2,020,781	\$2,255,984
Broward Net Revenue Needs	\$444,268	\$520,325	\$606,877	\$737,635	\$824,926	\$926,060
Miami-Dade Net Revenue Needs	\$414,641	\$400,499	\$506,099	\$544,692	\$591,456	\$643,565
Palm Beach Net Revenue Needs	\$270,261	\$336,537	\$408,445	\$528,856	\$604,400	\$686,360
Revenue by Funding Source						
Farebox Revenue	53%	56%	56%	57%	60%	62%
Remaining Revenue Needs	47%	44%	44%	43%	40%	38%

(1) Represents the average monthly cost charged to riders based on their mileage traveled

(2) 2006 costs are based on current data. In subsequent years costs are increased by 5% annually.

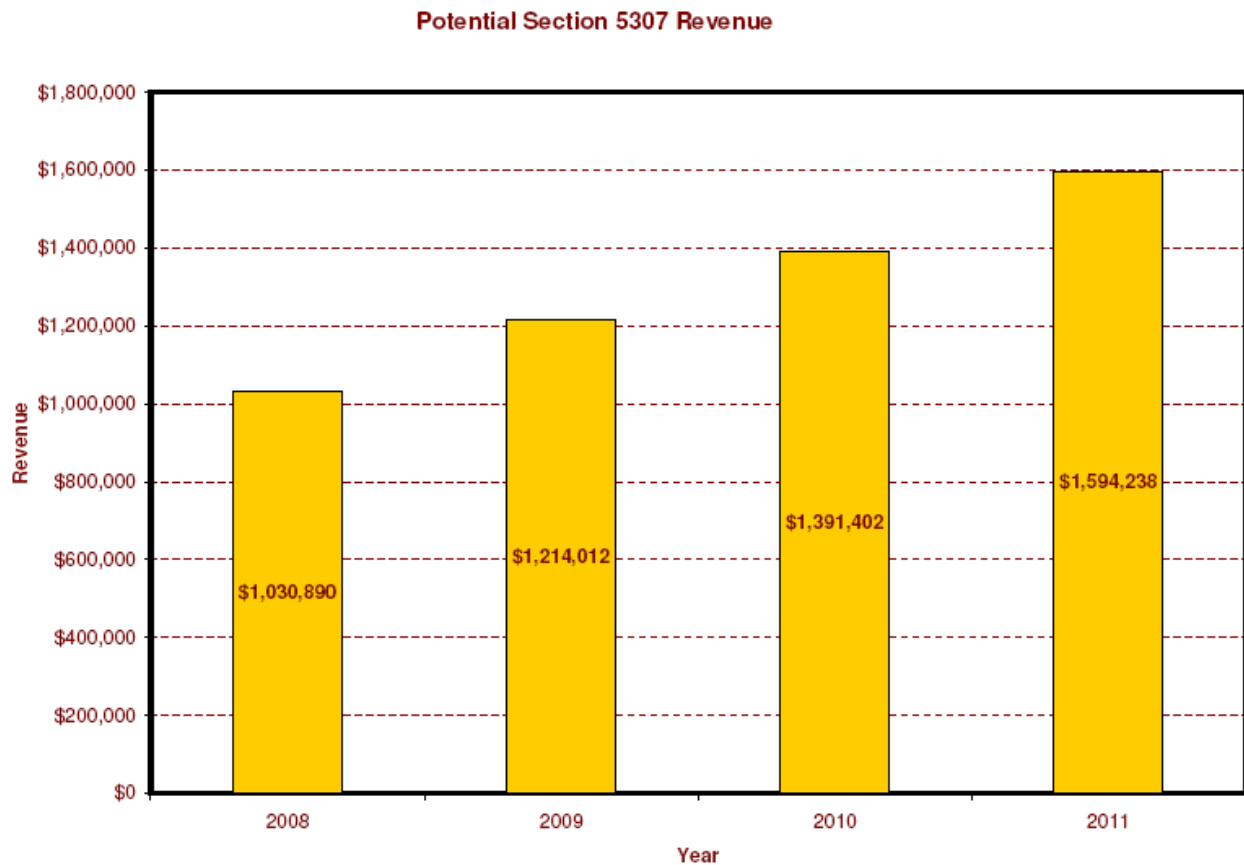
(3) Total costs = operational costs + administrative costs

(4) Farebox recovery is equal to operational lease costs less a \$400 per month subsidy

(5) Includes operational and administrative costs less farebox recovery

Section 5307 Revenue

Section 5307 revenue will likely be generated through NTD reporting approximately two years after reporting begins. To date, SFVP mileage and costs have not been reported, but have been tracked by VPSI, Inc. and are available by county for reporting. The chart below provides estimates for potential Section 5307 revenue resulting from SFVP assuming that reporting begins with 2006 mileage (reporting retroactive to 2005 or earlier is not an option). These numbers have been adjusted down based on estimates provided by Federal Transit Administration staff on potential funding levels in 2008. Regional allocations are addressed by the four local transit agencies in South Florida before distribution so there is no guarantee that new funds generated by reporting SFVP mileage will be available to the agency housing the program in 2008.



The following table shows potential Section 5307 revenue and its allocation by county. The table allocates funds based on a percentage basis that considers the number of vanpools originating in each county.

Potential Section 5307 Revenue by County						
	2006	2007	2008	2009	2010	2011
Broward	\$0	\$0	\$438,128	\$517,275	\$592,536	\$681,747
Miami-Dade	\$0	\$0	\$355,657	\$395,873	\$433,821	\$477,223
Palm Beach	\$0	\$0	\$237,105	\$300,864	\$365,045	\$435,269
Total Revenue	\$0	\$0	\$1,030,890	\$1,214,012	\$1,391,402	\$1,594,238

Recommendations

The development of these analyses allowed the stakeholders to develop four operational models for further discussion. A strengths, weaknesses, opportunities, and threats (SWOT) analysis was developed for each alternative and considered by the stakeholders. The analysis resulted in the following recommendations:

Recommendation A: House the management and oversight of SFVP with the South Florida Regional Transit Authority (SFRTA) for the purpose of continued regional growth, coordination with transit services, and NTD reporting.

Recommendation B: Continue the existing operational lease model and release a new request for proposal that seeks responses from third-party vanpool operators.

Recommendation C: The SFVP program should remain focused on the primary product of longer distance, point-to-point travel for groups of individuals. Transit feeder and other related short-distance vanpool services may be considered in the future based on need and vehicle availability.

Recommendation D: Begin reporting the SFVP mileage and costs to the National Transit Database. All net gains in Section 5307 funding resulting directly from the SFVP NTD reporting should be invested by the SFRTA in the vanpool program. This investment may replace an equivalent amount of public funding committed by each MPO for the period in which the gain in Section 5307 funding is received. (Net gain refers to all new funding generated by the vanpool reporting and does not take away any funding from SFRTA's Section 5307 revenue generated by reporting for other services. All services will likely see a diminishing return from NTD reporting for Section 5307 revenue. Net gain does not imply that vanpool related revenue will be used to offset the decrease in revenue for other SFRTA services should the return from NTD reporting continue to decrease.)

Recommendation E: Each funding partner will provide a five-year commitment to its share of program costs based on an agreed on distribution of remaining revenue needs. Currently, these remaining revenue needs are distributed based on the county of origin or destination of all vanpools; however, this distribution methodology can be altered through future policy discussions and/or once a more accurate, on-line reporting system can efficiently track mileage by county.

Recommendation F: Maintain the stakeholder group as a vanpool working group.

Recommendation G: Establish FDOT, District 6 as a contingency location for housing the program. District 6 will go out to obtain new contractual services to avoid service interruption while all elements of the transition plan are put in place. Existing consultant resources controlled by District 6 would assist in the management of this short-term arrangement. It would end when SFRTA begins management and oversight. Each District would be responsible for programming funding for this purpose for its area.

Program recommendations should be implemented before the end of June 2007.

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Section 1: Current Vanpool Program

The public agencies serving South Florida have actively sought methods for accommodating rapid growth and its associated traffic congestion. As part of this process, the Miami-Dade Metropolitan Planning Organization (MPO) conducted a study entitled, *Congestion Mitigation: Public-Private Partnership Study*, which recommended the implementation of a vanpool program to combat congestion. Vanpool programs generally provide vans that seat 7 to 15 passengers to groups of commuters who start and end their work trips in similar locations. The passengers pay a monthly fare to use the vans, which is often less than the amount they would spend to commute on their own. One or two riders volunteer to drive the van and will generally store the van at their homes during the evening.

Administration of vanpool programs is generally handled by government agencies, non-profits, or contractors who handle outreach, van placement, van purchases, repairs, insurance coverage, and other activities. Passengers simply need to enroll in the program and pay their monthly fares. The programs generally provide service in areas where transit is not available or in situations where transit would not be a viable travel alternative due to the long distances being traveled.

Acting on the findings of the *Congestion Mitigation: Public-Private Partnership Study*, the Miami-Dade MPO initiated the recommended vanpool program in January 1998 as a three-year demonstration project. Funding was provided via Congestion Mitigation and Air Quality Improvement (CMAQ) funds through the Florida Department of Transportation (FDOT) District 6. The MPO decided to seek third party assistance to handle van acquisition, billing, insurance, basic outreach, and other administrative tasks. After a competitive open process, a contract was awarded to VPSI, Inc. for the operation of the program. Through its contract, VPSI provides vans, insurance, scheduled and non-scheduled maintenance, formation of the groups, marketing and other administrative tasks. Additionally, South Florida Commuter Services (SFCS) assists the program with outreach efforts and a close coordination in promoting the program through employers and individuals.

Since its launch, the program has been well managed and highly successful, with an average annual growth of 30 percent during the past five years. As it grew it began serving commuters outside of the Miami-Dade area, with vanpool users starting their commutes in Broward County and ending them in Miami-Dade County. As a result, Broward County became an active partner in the vanpool program, and the continued expansion of the program's service area eventually led Palm Beach County to become an active partner. Today, all three counties' MPOs provide funding and direction to the program.

As of July 2006, the program had 161 active vanpools and more than 1,000 participants. The fleet is diverse with van models ranging in size from 7 to 15 passengers, with the majority being minivans. To reduce operating costs and encourage participation, vanpool riders are provided with a subsidy of \$400 per van per month.

The program's rapid expansion and the pending expiration of VPSI's operations contract on June 30, 2007 have provided an opportunity to analyze the SFVP and determine its future direction. The program's stakeholders hired UrbanTrans Consultants to assist in the development of an operational model that builds on the program's previous success, accounts for the addition of new stakeholders, and allows the program to be successful and financially viable for the long term.

This document outlines the process through which the transition recommendations were developed, the transition recommendation themselves, and next steps for moving the SFVP program forward.

Development of the transition recommendations was sponsored by FDOT District 6 in an effort to understand the regional partners' views of the SFVP, while enabling those same partners to identify vanpooling's role as it relates to their own jurisdiction and agency. These partners, also referred to as the stakeholders, met over a period of one year to discuss the various aspects of the SFVP.

The SFVP stakeholders include:

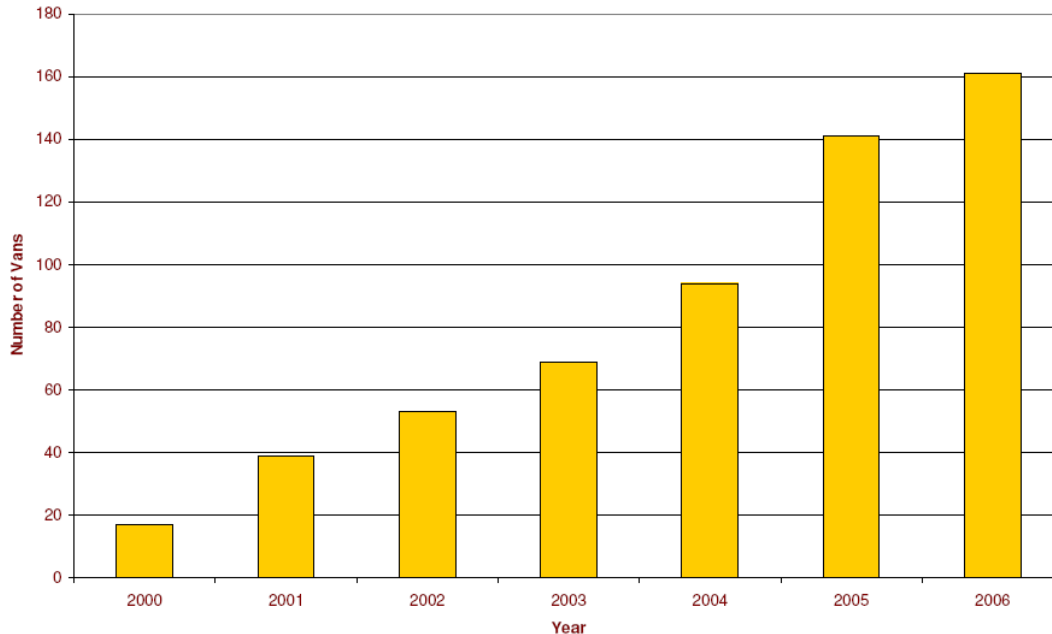
- Broward MPO
- FDOT, District 6
- FDOT, District 4
- Miami-Dade MPO
- Palm Beach MPO
- South Florida Regional Transportation Authority
- SFCS and VPSI (Stakeholder Process Participants)

SFVP partners whose input was also solicited include:

- Broward County Transit
- Miami Dade Transit
- Palm Tran
- Ft. Lauderdale Transportation Management Association
- Miami Beach Transportation Management Associations (TMA)
- South Florida Education Center Transportation Management Association

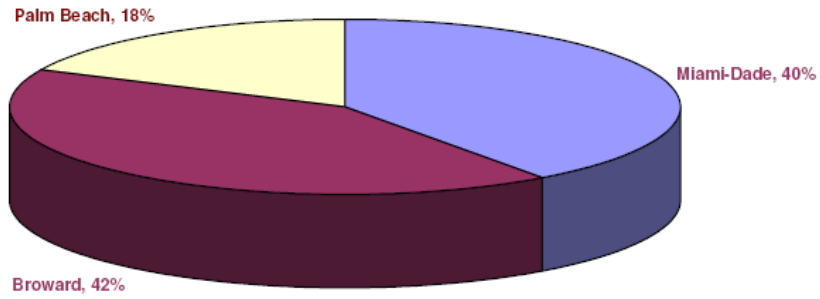
Maintaining the program and allowing it to develop is important, as commuters in South Florida have shown significant levels of interest in vanpooling. Between early 2000 and July 2006, the program increased from 17 to 161 vanpools.

Figure 1: Vanpool Growth



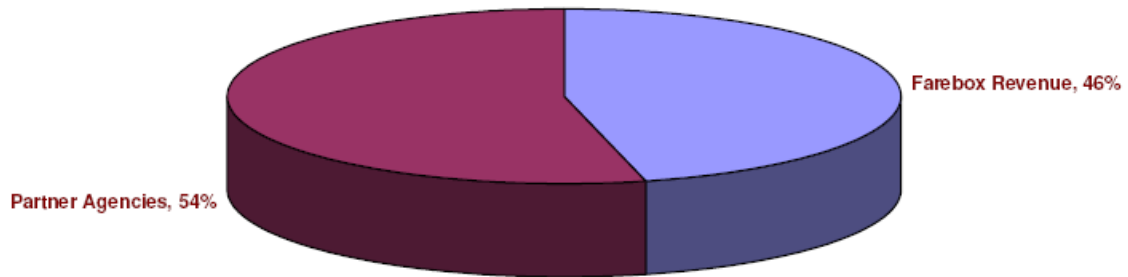
The origins of existing vanpools are dispersed throughout the region, as would be expected based on the housing development patterns in the area. Service also tends to be commensurate to the level of marketing and outreach invested in an area. Broward and Miami-Dade Counties collectively account for 82 percent of the vanpool origins, while 18 percent of the vanpools begin their routes in Palm Beach County.

Figure 2: Distribution of Vanpools by County as of December 2005



Current program funding comes from two main sources, farebox revenue and partner agencies. The distribution of those funds is shown in figure 3.

Figure 3: 2005 Funding Sources



Section 2: Fleet Recommendations

Two primary options exist for acquiring vanpool fleets. In the first option, vanpool programs can purchase their own vehicles. In the second option, vanpool programs can lease their vehicles from a third party. In both scenarios multiple vendors should generally be available to sell or lease vehicles to the vanpool program.

The following financial analysis was performed to determine the costs associated with a lease versus ownership model. The model was created based on a fleet of 200 vans, a number the SFVP should reach in the near future. Lease and purchase costs are estimated to the best of our ability at the time of the analysis. The results of the analysis show that the lease scenario has a price advantage over the purchase scenario. Additionally, the lease scenario allows for less up-front capital and quicker replacement of vans.

Figure 4: Comparison of Lease to Own Options				
Ownership Costs				
Vehicle Costs	7 Passenger	9 to 11 Passenger	15 Passenger	
Number of vehicles	154	32	14	
Depreciation cycle	84 month	84 months	84 months	
Average vehicle acquisition cost ¹	\$14,880	\$17,200	\$18,800	
Annualized vehicle acquisition cost	\$2,126	\$2,457	\$2,686	
Annual maintenance costs per vehicle ²	\$1,096	\$920	\$1,279	
Annual insurance costs per vehicle	\$1,260	\$1,260	\$1,260	
Other annual expenses per vehicle	\$529	\$529	\$529	
Annualized cost per vehicle	\$5,011	\$5,166	\$5,754	
Program Overhead				
Vanpool administration	\$923,497			
Agency overhead	\$319,068			
Average annual cost per vehicle	\$11,300			
Lease Costs				
	7 Passenger	9 to 11 Passenger	15 Passenger	
Number of vehicles	154	32	14	
Lifecycle of lease	48 months	48 months	48 months	
Monthly lease cost per vehicle	\$840	\$945	\$1,075	
Annual lease cost per vehicle	\$10,080	\$11,340	\$12,900	
Average annual cost per vehicle	\$10,479			

(1) Assumes 20% of acquisition cost will be recovered

(2) Includes scheduled and unscheduled maintenance, based on data from edmunds.com

Based on the above financial information, the following recommendations are made:

A: Maintain the Current Fleet Acquisition Model - The operational lease model is cheaper in total lifetime cost while also maintaining maximum flexibility. This model will likely be sustainable through a cooperative business model using Section 5307 and State/MPO funding.

B: Ensure ease of lease-end vehicle acquisition - Under the current outsource and operational lease model, vehicles are disposed of and sold by the vendor at termination of the lease. SFVP stakeholders should be given first right of refusal for acquisition of vehicles at the financed residual value, rather than potentially higher market values. This will enable agencies to develop secondary services such as short distance, employment site - transit center link services, while minimizing capital costs.

Section 3: Recommendations Process

To create a strong foundation for the study and a point of comparison for the decision making process, the consultant team undertook a review of vanpool programs around the country. This review involved a detailed survey and interview of 26 programs of various size and operational structure as well as compilation of a theoretical average vanpool program. The peer review looked at the areas of administration and operations, funding, vehicles, value added features, marketing, fares, and vehicle miles traveled. The entire peer review can be found in Appendix E of this document. Some of the most applicable findings are included below:

Best Practices:

- Vanpool programs need to be flexible and it should not be assumed that there is one “perfect” vanpool program or model.
- Regional commute services programs, regardless of accountability structure, that assist with marketing and outreach have been shown to be helpful and are a growing trend.
- Employer subsidies increase participation and an employer’s level of commitment to the program.
- Flat-rate pricing can greatly simplify marketing and, in particular, communication. Flat-rate pricing charges a single price to riders regardless of the number of riders in a van or the type of van used; prices may be tiered based on distance traveled. Flat-rate pricing allows potential riders to more easily determine the costs of participation and allows for the simplification of marketing materials. This type of pricing helps assure that vanpool prices are stable and will not fluctuate when a new van is delivered to an existing vanpool; unstable vanpool prices can cause vanpools to fall apart. This pricing structure does have some negatives that are listed below in the Challenges section.

Challenges:

- Flat-rate pricing reduces the riders' desire to fill the seats; riders will maintain the empty seats to have more room.
- One-rate pricing can encourage shorter distance vanpools.
- Use of third party vanpool operators is common, but comes with some caveats:
 - Costs may be inflated or the vendor may be less flexible with program modifications when no competition exists.
 - Vehicle turnover is more frequent and costly.
 - Mixed messages may be sent when marketing.
 - Use of several operators and van types can cause irregular pricing.

This foundation enabled the project stakeholders to identify and understand a variety of operational models and their relevance to the South Florida vanpool market.

Standards for Decision Making

Based on findings from the peer review, knowledge of regional agencies and partners, and an understanding of the existing vanpool program, the stakeholder group created a list of potential management alternatives that they considered feasible and worthy of further discussion. The six alternatives, listed below, provided a foundation for the discussion process.

A: One MPO Non-Operator Base Alternative - This base alternative involves maintaining the SFVP management within an MPO. Management could stay at Miami-Dade MPO or move to another MPO. Regardless, the vanpool program would be hosted by the MPO in partnership with FDOT, SFCS, VPSI, Inc. and/or other third party vendors as well as the remaining two MPOs. In this alternative, the selected MPO would host the program with SFCS leading marketing, VPSI, Inc. or another third party vendor leading operations, and the remaining two partner MPOs providing financial support. In this scenario

National Transit Database (NTD) reporting would need to occur via an agreement with the designated Federal Transit Administration (FTA) recognized agency.

B: Centralized One County Transit Operator Alternative - This alternative places the vanpool program at one of the three transit agencies: Broward County Transit, Miami-Dade Transit, or Palm Tran. The selected agency could manage the third party vendor contract or consider an owner-operator arrangement. Regardless, the vanpool program would be managed by the selected transit agency on behalf of the other agencies. SFCS would maintain its current role as a marketer of vanpool services. NTD reporting would be possible through the selected transit agency, but NTD reporting may not be possible for vans outside the managing transit agency's boundaries.

C: Centralized South Florida Regional Transportation Authority (SFRTA) Operator Alternative - Implementation of this alternative would rely on SFRTA's management of the vanpool program. SFCS would continue its role as marketer of vanpool services. This alternative allows for direct NTD reporting by SFRTA.

D: Centralized FDOT/South Florida Commuter Services (SFCS) Non-Operator Alternative - As the regional commuter services program, SFCS promotes a variety of alternative transportation modes including vanpooling. As South Florida's one-stop shop for commuter information, this alternative places SFCS as the regional vanpool manager and marketer with a third-party vendor(s) such as VPSI. This alternative focuses first on the employer market versus the transit and rail market discussed in alternatives B and C. The alternative would not allow for NTD reporting unless an agreement is made with the designated FTA recognized NTD reporting agency.

E: Localized Three County Transit Agencies Operator Alternative - This alternative involves a coordinated vanpool operations approach. The three local transit agencies—Miami-Dade Transit, Broward County Transit and Palm Tran—would form a partnership and contract vanpool operations to a third-party vendor(s) such as VPSI and allow SFCS to handle marketing. This alternative allows for full NTD reporting.

F: Localized Three MPOs Non-Operator Alternative - This alternative involves a coordinated vanpool operations approach. The three local MPOs—Miami-Dade, Broward and Palm Beach—would form a partnership and contract vanpool operations to a third-party vendor(s) such as VPSI and have SFCS play a central role in marketing. NTD reporting is not part of this alternative unless an agreement is made with the designated FTA recognized NTD reporting agency.

Alternatives A through F were analyzed based on seven primary issues of importance that were identified and agreed to by the stakeholders. The seven primary issues are listed below, and a complete report detailing the analysis is located in Appendix A:

Partnerships: Does the alternative maximize existing and future partnerships? What role does each of the key partners play in each alternative? Is the expected role appropriate and/or feasible for that partner? Are key partners missing? What is the role of the third-party vendor in each alternative? Are multiple vendors desired?

Financial Stability: Does the alternative provide a financially stable model for the vanpool program? Financial stability includes continued use of existing funds, opportunities for future funding, fare structure, vanpool pricing, and the role of subsidies. Is it important to report to the NTD and access Section 5307 funds? If accelerated growth were to occur, would this alternative plan be able to manage growth?

Transit Precursor: Vanpools may provide an ability to “prove” the potential of transit ridership in a particular corridor. The vanpools can serve as a precursor for regularly scheduled transit service by establishing a base of riders traveling in a corridor. Ideally, then, vanpools would serve routes that lack transit services but have a critical mass of commuters to support eventual transit implementation. Is it

important for the vanpool program to connect vanpooling and transit in both formal and informal ways? Does this alternative support existing transit routes?

Vanshare: End-of-term vanpool vehicles are not always a fully utilized asset. By focusing on trip ends (trips less than 10 miles each way) vanpool vehicles that have been significantly depreciated can be put into a low cost service for smaller groups of commuters heading from a vanpool/transit drop-off point to a specific worksite. This program concept enables transit centers to function more efficiently for transit riders and vanpoolers alike by extending the reach of these services while minimizing costs. (See the Vanshare case study in Appendix E)

Competitive Product: The competitive product standard refers to the level of market competition the stakeholder group chooses to allow within the vanpool program. Is the alternative in line with the desired level of competition? Is market competition important?

Organizational Capacity: Organizational capacity refers to the identification of the preferred characteristics of the selected organization. Is it important to transition the vanpool program to a regional organization or is it preferred to host the program at a local organization? Is it important that the organization have the capacity to own, store, and/or maintain vanpool vehicles?

Ease of Transition: Although more difficult to measure, it is important to account for the potential level of complication associated with each transition alternative. Timeline, memorandums of agreement, data transfers, and contractual obligations should be taken into consideration.

In addition to the alternatives analysis, a financial analysis was performed to understand the historical evolution of the program, its current operational capacity, and the consequences and costs of different operational models. Key portions of this analysis considered the following options:

- Should vehicles be purchased directly from either a dealer or other provider? In many scenarios this can be the least costly option for vehicle acquisition. Upfront purchase costs can be somewhat offset by surplus value in the vehicle at the end of the depreciation period, which is usually determined by the average time until vanpool vehicles reach 100,000 miles of travel.
- Should vehicles be obtained through an operational lease? An operational lease provides for the financing and servicing of vanpools within a specified period of time (either month-to-month or multiple years). The residual value of the vehicle is set at market rate based on a specific length of time, thereby reducing overall financing costs. The operational lease's advantage is the ability to rapidly increase a fleet's size with minimal upfront or replacement capital.
- Should vehicles be obtained through a lease-purchase agreement? The lease purchase model pays part of the capital and interest costs over time and sets the residual value at \$1. At the end of the lease, the vehicle is transferred to the lessee for the residual value regardless of mileage or market value.

Also key to this analysis was developing an understanding of the magnitude of funding needs for the SFVP and those needs' potential implications for stakeholders. To accomplish this objective, revenues, detailed cost factors, and ridership trends were analyzed. The financial analysis also estimated the potential contribution from federal sources related to NTD and Section 5307. A complete copy of the financial analysis is available in Appendix C.

After analyzing all of the alternatives based on the seven primary issues, accounting for financial considerations, and discussing the results with the various stakeholders, four operational models were developed for further discussion. These models were:

- Miami-Dade Transit Agency operator with NTD reporting
- Miami-Dade MPO Operator with cooperative NTD reporting agreements
- Florida Department of Transportation (FDOT) non-operator alternative with cooperative NTD reporting and an enhanced SFCS role
- South Florida Regional Transit Authority (SFRTA) operator with NTD reporting and an enhanced SFCS role

A strengths, weaknesses, opportunities and threats (SWOT) analysis was then performed for each alternative. The goal of the SWOT was to outline the primary benefits and disadvantages of the various alternatives so that the stakeholders could make a well informed recommendation regarding the vanpool program's future. The full SWOT analysis is available in Appendix B.

The SWOT analysis represented the final step in the data collection and analysis process. Based on the SWOT findings, along with the data gathered in the earlier peer review and alternatives and financial analyses, the stakeholders created a series of recommendations for transitioning the vanpool program. Those recommendations are contained in the following section.

Section 4: Operational, Financial, and Administrative Recommendations

Before entering into the explanation of any recommendations, it is important to acknowledge the Miami-Dade MPO for its success in managing, expanding, and demonstrating the viability of the SFVP. It has collaborated well with regional partners and created an environment in which all parties feel an ownership in the program.

Utilizing all of the information listed in the Recommendations Process section of this document, significant stakeholder input, and after achieving a general consensus among the stakeholders, the following operational, financial, and administration recommendations were developed:

Recommendation A: Program Administration

House the SFVP at SFRTA to provide program management and oversight.

When making this recommendation the nature of SFVP trips was considered; the majority of vanpool trips have origins and destinations in different counties, showing that the program is regional in nature. Stakeholders identified regionalism as a key concept of the program and said that any transition choice should maintain the program's regionalism. Growth potential continues to exist, especially north of the three-county region.

SFRTA has the most appropriate jurisdiction for cross regional trips, as each of the other stakeholders has a jurisdiction that is less than the whole of the operational reach of the SFVP. SFRTA's mission and objectives are also focused on long-haul transit services. Vanpooling also serves areas where high capacity transit does not have significant impact, which further highlights the complementary nature of vanpooling to SFRTA's role.

SFRTA's operation under a contract services model for much of its operations further supports the recommendation, as this is the operational model being recommended for fleet management and growth.

This recommendation also addresses the SFVP's disparate growth rate in each county, which can raise questions about the authority or appropriateness of any single organization funding programs in an area for which it has no or a limited jurisdiction or funding base.

Recommendation B: Fleet Operations and Management

Continue the existing operational lease model and release a new request for proposals that seeks responses from agencies able to address the specifics of a regional (multi-county) program and meet local agency add-on program needs.

Financial analysis of the three acquisition and growth alternatives revealed no clear advantage to one scenario or the other, as long as third-party lease programs remain flexible at traditional termination points. Simply put, the SFVP does not have a deep investment in capital and capital management, and, based on the total costs of an owned fleet versus a leased fleet, there was no advantage to the program to move into van ownership.

The analysis of fleet alternatives also revealed an evolving fleet with growth spikes, while the financial analysis revealed capital acquisition limitations that could not keep pace with the growth spikes.

Stakeholder also expressed varying degrees of interest in add-on services that could augment or be integrated with transit services.

Recommendation C: The Role of Vanpooling

The SFVP should remain focused on the primary product of longer distance (fifteen miles or greater each way) point-to-point travel for groups of individuals.

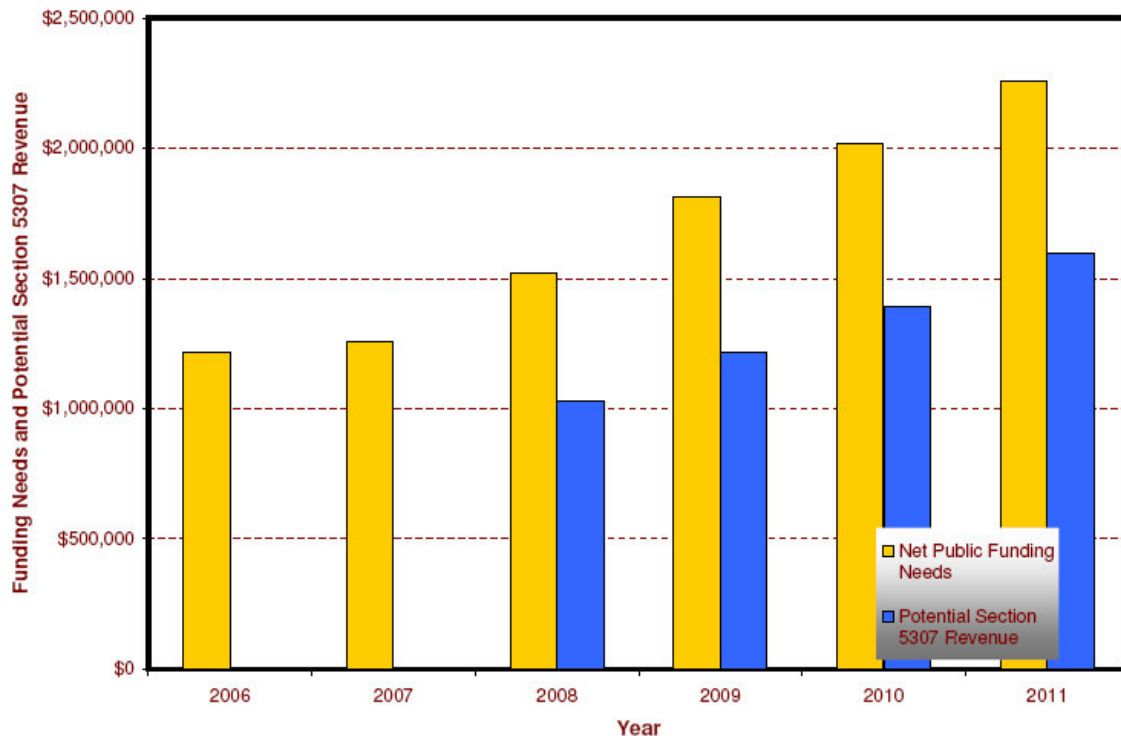
The stakeholders individually and collectively recognized the role that vanpooling has within the local and regional transportation system, which is to provide transit-like services in areas where long-haul and/or high capacity transit is not readily available.

Recommendation D: NTD Financing

Begin reporting the SFVP mileage and costs to the National Transit Database. All net gains in Section 5307 funding resulting directly from the SFVP NTD reporting should be invested by the SFRTA in the vanpool program. This investment may replace an equivalent amount of public funding committed by each MPO for the period in which the gain in Section 5307 funding is received. (Net gain refers to all new funding generated by the vanpool reporting and does not take away any funding from SFRTA's Section 5307 revenue generated by reporting for other services. All services will likely see a diminishing return from NTD reporting for Section 5307 revenue. Net gain does not imply that vanpool related revenue will be used to offset the decrease in revenue for other SFRTA services should the return from NTD reporting continue to decrease.)

Section 5307 funds, as noted in Appendix C, have the potential to cover more than 25 percent of total program costs. These funds could be used to offset the amount of funds needed from partner agencies. Figure 5 shows both the funding needed from partner agencies and the potential value of Section 5307 funds. Access to 5307 funds is important as the Congestion Mitigation and Air Quality Improvement (CMAQ) funds used by FDOT during the demonstration period to cover some program costs will not be available in the future.

Note: Section 5307 revenue will likely be generated through NTD reporting approximately two years after reporting begins. To date, SFVP mileage and costs have not been reported, but have been tracked by VPSI, Inc. and are available by county for reporting. The following chart provides estimates for potential Section 5307 revenue resulting from SFVP assuming that reporting begins with 2006 mileage (reporting retroactive to 2005 or earlier is not an option). These numbers have been adjusted down based on estimates provided by Federal Transit Administration staff on potential funding levels in 2008. Regional allocations are addressed by the four local transit agencies in South Florida before distribution so there is no guarantee that new funds generated by reporting SFVP mileage will be available to the agency housing the program in 2008.

Figure 5: Funding Needs and Potential Section 5307 Funds**Recommendation E: Partner Financing**

Each partner should provide a five-year commitment to its share of program costs based on an agreed upon distribution of remaining revenue needs. Currently, these remaining revenue needs are distributed based on the county of origin or destination of all vanpools; however, this distribution methodology can be altered through future policy discussions.

A five year-commitment to fund the program by each partner assures the SFVP's financial health and demonstrates an important level of commitment by partner agencies.

Recommendation F: Stakeholder Roles

Maintain the stakeholder group as a vanpool working group.

Maintaining the stakeholder group allows the SFVP's various partner agencies, who will continue to provide funding for the program, to provide an advisory and feedback role.

Recommendation G: Program Contingency Location

Establish FDOT, District 6 as a contingency location for housing the program. District 6 will go out to obtain new contractual services to avoid service interruption while all elements of the transition plan are put in place. Existing consultant resources controlled by District 6 will assist in the management of this short term arrangement. The arrangement will end when SFRTA begins management and oversight. Each District will be responsible for programming funding for this purpose for its area.

An analysis of the costs associated with these recommendations is contained in Appendix C. The analysis assumes a continued program growth of 15 percent annually and breaks down costs by year and stakeholder.

Section 5: Next Steps

It is important to note that these recommendations are not the recommendations of any one specific stakeholder or the consultant, but rather the result of significant collaboration and discussion among the stakeholder group. The stakeholders feel that these recommendations will help assure the SFVP is placed in an agency where it can continue to grow successfully and regionally while achieving long-term sustainability and success.

In order for the SFVP to move forward, each of the stakeholders needs to agree to the recommendations and make funding commitments. An estimation of future program funding requirements is shown in Appendix F. This process will involve discussions with stakeholders at both an individual and collective level. These discussions will include:

For each of the MPOs:

- Technical Committee
- Community Involvement/Citizen Advisory Committee
- MPO Board

For SFRTA:

- PTAC
- SFRTA Board

The discussions should achieve five-year funding commitments from the MPOs and a clear definition of the expenses to be allocated to SFRTA for administering the program. Following consensus and funding commitments by regional partners, FDOT, the consultant, and SFRTA will work together to develop an administrative business plan, supplemental program tools, and a list of areas for targeted marketing and program growth.

The current program's contract will expire in June 2007; therefore, the final study, development of an RFP for service providers, and provider selection should occur before July 2007. If selection of a service provider is not possible before July 2007, it will likely be necessary to extend the VPSI contract to assure program continuity.

Appendix A: Analysis of Transition Alternatives

Each of the six transition plan alternatives featured distinct advantages and disadvantages relevant to operations and accomplishing the region's multi-modal goals. For the purpose of the analysis, each alternative was analyzed for its respective advantages and disadvantages. **It should be noted that the advantages and disadvantages cited in this section are based on the *perceptions* of the stakeholder group and some individuals may reasonably disagree with certain findings.**

A: Base Alternative: One MPO Non-Operator Base Alternative

Description. The base alternative involves maintaining the South Florida Vanpool Program as is, implemented within an MPO. Management could stay at Miami-Dade MPO or move to another MPO. Regardless, the vanpool program would be hosted by the MPO in partnership with the FDOT, SFCS, VPSI, Inc. and/or other third party vendors as well as the remaining two MPOs. In this alternative, the selected MPO would host the program with SFCS leading outreach, VPSI, Inc. or another third party vendor leading operations, and the remaining two partner MPOs providing financial support. In this alternative NTD data is not reported but arrangements could be made to receive funds through an agreement with the designated FTA recognized agency.

- **Advantages. The principal advantages to this alternative include:**
 - *Established agency structure.* Miami-Dade MPO has experience managing the SFVP. The systems, staffing, processes, contracts and procedures the Miami-Dade MPO has established are productive and could be readily transferred from one MPO to another if desired.
 - *Connection to funding.* Over the past seven years, the Miami-Dade MPO has successfully accessed funding to maintain the vanpool program and increase participation.
 - *Track record of success.* Through the existing management model and efforts of staff, vanpooling has demonstrated success in the South Florida area. As demand for vanpools continually rises the existing model has responded by increasing the size of the vanpool program incrementally and in concert with market forces. This helps establish the ground work necessary for a sustainable program over time.
 - *Potential for creative application of vanpooling.* The regional partners have developed a level of trust in the existing management concept and recognized the growing role of vanpooling in the region. This level of stability can lead local transit agency partners to be more willing to support creative applications of vanpooling. This could occur through the formal development of vanpool programs to provide feeder service to park-n-rides, transit or train stations, or to utilize vanpools as transit precursors.
 - *The Majority of existing vanpools have a trip end in the Miami-Dade MPO service area.* Vanpool origins vary throughout the greater South Florida area and are dispersed throughout the four counties. Yet the Miami-Dade area is the destination for a large portion of these vanpools. As a common destination, Miami-Dade MPO may have a vested interest in continuing vanpool management.
 - *Vanpooling complements greater transportation planning objectives.* Each of the MPOs prioritizes a multi-modal transportation system within their long range transportation plans. Hosting a vanpool program at one of the MPOs could further that MPO's ability to meet internal transportation planning goals.

- **Disadvantages. The principal disadvantages to this policy include:**

- *Program operations extend beyond boundaries of a single MPO.* As a cross-jurisdictional program, the South Florida Vanpool Program provides benefits to travelers working and living outside of a single MPO's service area. Despite funding from county partners, maintaining the program at the Miami-Dade MPO, or another single MPO, may constrain continued geographical growth of the program due to funding, jurisdiction and other limitations that could result from partners not feeling an equal ownership in the program.
- *Single MPO management requires multi-agency agreements.* Despite the existing partnerships between jurisdictions, transit agencies, and FDOT as well as any associated working agreements, new agreements need to be designed if the vanpool program is housed at a single MPO. Developing and approving such agreements may be challenging for one or more of the partner jurisdictions.
- *Limited applicability for current structure exists.* The Miami-Dade MPO has been highly successful at managing and overseeing the regional vanpool program, but the growing regional nature of the program has stretched it beyond its original concept of primarily serving the Miami-Dade MPO area. Each of the MPOs, including the Miami-Dade MPO, supports vanpooling in the region and is interested in promoting vanpooling within its jurisdictional boundaries. A structure overseen by a single MPO could create the perception that not all of the MPOs are equal partners.
- *Limited capacity related to fleet ownership and management.* As an MPO, little to no capacity to own, house, maintain and store vans has been developed. Selecting an MPO to manage the South Florida Vanpool Program would require additional staff and infrastructure if the potential for an owner-operator model of vanpooling is considered.

B: Centralized One County Transit Operator Alternative

Description. This alternative places the vanpool program at one of the three transit agencies: Broward County Transit, Miami-Dade Transit or Palm Tran. The selected agency could manage the third party vendor contract or consider an owner-operator arrangement. Regardless, the vanpool program would be managed by the selected transit agency on behalf of the other agencies.

- **Advantages. The principal advantages to this alternative include:**

- *Direct link to transit.* Operating from a local transit agency provides the opportunity to tie vanpooling directly into local transit service as well as planning efforts. This could directly benefit SFVP through enhanced coordination, market segmentation and planning for vanpool routes.
- *Potential for vehicle fleet ownership and management exists.* Infrastructure necessary to own, manage and store a vanpool fleet exists at each of the three local transit agencies, with some additional specialization. As such, fleet ownership remains an option within this alternative.
- *Ability to report vanpool travel to NTD.* Vanpooling is a legitimate use of Section 5307 funding, yet is often not reported in the NTD. Placing the vanpool program in an agency with the authority to track, report, and receive funds related to NTD data would be beneficial to the financial stability of the program.

- **Disadvantages. The principal disadvantages to this alternative include:**

- *Local transit agency would manage service beyond its jurisdiction.* This alternative relies on the three local transit agencies assigning vanpool management to one agency while featuring a collaborative cross-agency component. Thus, one agency would need to manage a vanpool program that extends beyond its current jurisdiction. Garnering support for such an arrangement may be difficult for any of the three local agencies.
- *Limited ability to integrate with transit services.* The lead transit agency responsible for managing the vanpool program will likely be able to easily integrate vanpooling and transit within its jurisdiction. Formal integration with transit beyond the managing agencies jurisdiction will likely be more challenging.
- *Limited nature of NTD authority.* NTD authority is based on jurisdictional boundaries. This would translate into individual NTD reporting by each county agency or limiting reporting to only those vanpools with an origin or destination in the hosting county.

C: Centralized SFRTA Operator Alternative

- Description. Implementation of this alternative would rely on SFRTA managing the vanpool program with the option of purchasing or leasing vanpools or continuing a third-party vendor(s) operation relationship.

- **Advantages. The principal advantages to this alternative include:**

- *Regional service provider.* As SFRTA is a regional authority tasked with providing greater mobility in South Florida, managing a regional vanpool program complements this objective. The SFRTA manager model links a regional agency to a regional program.
- *Integration of rail and vanpools.* The centralized SFRTA management model assist in the formal integration of vanpooling and commuter rail access. Utilizing vanpools as rail station feeders complements and supports RTA's overall plans and goals.
- *Potential for fleet ownership exists.* Infrastructure necessary to own, manage and store a vanpool fleet exists at RTA. Therefore, vehicle ownership remains an option within this alternative.
- *Ability to report vanpools to NTD.* Vanpooling is a legitimate use of Section 5307 funding yet is often not reported in the NTD. Placing the vanpool program in an agency capable of tracking and reporting NTD data could be beneficial to the financial stability of the program. Furthermore, with regional jurisdiction, RTA could fully report program data, as well as receive and expend funds.

- **Disadvantages. The principal disadvantages to this alternative include:**

- *Limited capacity as a relatively newer agency.* Some perception exists of the SFRTA as a relatively young agency that may not have the staffing infrastructure necessary to manage the vanpool program.
- *Emerging agency currently focused on rail.* SFRTA currently manages and operates the Tri-Rail commuter rail and limited bus service in Broward and Palm Beach Counties. Rail service is its primary focus and it has not provided mobility services like vanpooling.

D: Centralized FDOT/South Florida Commuter Services (SFCS) Non-Operator Alternative

Description. SFCS is the regional commuter services program and promotes a variety of alternative transportation modes including vanpooling; it is South Florida's one-stop shop for commuter information. This alternative places SFCS as the regional vanpool manager with a third-party vendor(s) such as VPSI. This alternative focuses first on the employer market versus the transit and rail market and precursor discussed in alternative's B and C.

- **Advantages. The principal advantages to this alternative include:**

- *Blend with marketing operations.* In this alternative the vanpool program leverages SFCS's experience working with a variety of markets throughout South Florida as well as established marketing and outreach operations. In addition to connecting with new riders, SFCS's employer connections may result in identification of employers willing and/or expected to contribute to the cost of service. If vanpool services were directly designed around the needs of a particular employer, an expectation of contribution would seem reasonable. This expected level of contribution would diversify the SFVP's income and stabilize revenue over time.
- *Established experience and delivery mechanism.* As the marketing and outreach lead for the SFVP, South Florida Commuter Services has an established mechanism for outreach and services.
- *Existing relationship with key partners.* SFCS has an established vanpool-oriented relationship with both the FDOT and the Miami-Dade MPO. These relationships are critical regardless of which agency manages the vanpool program.
- *Existing ridematch system.* SFCS manages a regional ridematch system, which is an important element of matching vanpool riders with vanpools.
- *Broad four-county regional coverage.* As a regional service provider, SFCS extends outreach services, programs, and resources to all four counties in the South Florida area.
- *Integration with other regional trip reduction programs and services.* As SFCS currently provides and markets a variety of trip reduction programs and services, the vanpool program could easily link to existing support services and marketing and outreach efforts.

- **Disadvantages. The principal disadvantages to this alternative include:**

- *Requires an NTD reporting arrangement.* When considering Section 5307 funding, vanpooling is a legitimate reporting and expenditure mechanism. SFCS could not report vanpooling in the NTD and access associated 5307 funding without a specific agreement with local or regional transit agencies.
- *Enhances state role in regional efforts.* Currently the FDOT supports regional programs and services such as vanpooling but remains a step removed from management and operations. A contract with SFCS would result in an increased state presence in regional program and service management.
- *Not aligned with transit services or planning efforts.* Placing the SFVP at SFCS further removes vanpooling from integration with transit services as well as transit planning and lessens the formal ability of the program to serve as a transit precursor. Although SFCS can work in partnership with area transit agencies, the focus of the organization is on employer and commuter markets.

- *Limited capacity for fleet management.* As a commuter service and program provider, SFCS may not have the capacity to store, maintain, and manage a vanpool fleet. Selecting SFCS to manage the South Florida Vanpool Program would create challenges related to the potential for an owner-operator model of vanpooling.

E: Localized Three County Transit Agencies Operator Alternative

Description. This alternative involves a coordinated vanpool operations approach. The three local transit agencies, Miami-Dade Transit, Broward County Transit and Palm Tran, would form a partnership and contract vanpool operations to a third-party vendor(s) such as VPSI.

- **Advantages. The principal advantages to this alternative include:**

- *Good potential to connect to local transit services and planning.* Operating from a local transit agency-partnership provides the opportunity to tie in local transit service connectivity as well as integrate vanpooling with transit planning. This could directly benefit the SFVP through enhanced coordination and planning between vanpool routes and transit service.
- *Cost effective transit experimentation.* Rather than extending transit resources without a base of existing operations, vanpools act as a transit precursor providing an experimentation base for transit operations, but without the large capital outlay and with high cost recovery. As a result, local transit operators can experiment with potential routes by sponsoring vanpools. Each of the transit agencies could utilize vanpools as a transit precursor.
- *Potential capacity for fleet management.* Infrastructure necessary to own, manage, and store a vanpool vehicle fleet exists at each of the transit agencies; therefore, vehicle ownership remains an option within this alternative.
- *Ability to report vanpool mileage to NTD.* Vanpooling is a legitimate use of Section 5307 funding yet is often not reported in the NTD. Placing the vanpool program in an agency capable of tracking and reporting NTD data could be beneficial to the financial stability of the program.

- **Disadvantages. The principal disadvantages to this alternative include:**

- *Requires greater cross-agency coordination.* Developing a balanced vanpool management agreement requires a high level of detail to a variety of vanpool issues including fleet maintenance, vanpool marketing and outreach, and funding. This alternative will require an extended period of time to nurture as a concept and develop appropriate interagency agreements.
- *Potential discrepancy with existing move towards regional cooperation.* Managing the vanpool program within and between the three local transit agencies could result in limited vanpool expansion beyond the three transit boundaries. Additionally, the nature of a joint local agency agreement may not be timely as the South Florida region considers broader, regional based efforts.
- *Varying levels of commitment.* Internal support for an interagency agreement may be challenging at one or more of the transit agencies. Furthermore, each of the agencies differs in some of their overall regional goals and priorities. Identification and nurturing of shared goals and priorities is necessary.

F: Localized Three MPOs Non-Operator Alternative

Description. This alternative involves a coordinated vanpool operations approach. The three local MPOs; Miami-Dade, Broward County and Palm Beach County would form a partnership and contract vanpool operations to a third-party vendor(s) such as VPSI.

- **Advantages. The principal advantages to this alternative include:**
 - *Correlation to both local and regional planning objectives.* Operating from a regional partnership base provides the opportunity to tie in local and regional transportation planning. This could directly benefit the SFVP through enhanced coordination and planning for vanpool routes.
 - *Established agency structure.* Miami-Dade MPO has experience managing the SFVP. The systems, staffing, processes, contracts and procedures Miami-Dade has established are productive and could be readily transferred from one MPO to another if desired.
 - *Connection to funding.* Over the past seven years the Miami-Dade MPO has successfully accessed state funding to maintain the vanpool program and increase ridership.
 - *Track record of success.* Through the existing management model vanpooling has been successful in the South Florida area. As demand for vanpools continually rises the existing model has responded by increasing the vanpool program size incrementally and in concert with market forces. This creates the ground work necessary for a sustainable program over time.
- **Disadvantages. The principal disadvantages to this alternative include:**
 - *Requires greater cross-agency coordination.* Developing a balanced vanpool management agreement requires a high level of detail to a variety of vanpool issues including fleet maintenance, vanpool marketing and outreach, and funding. This alternative will require an extended period of time to nurture as a concept and develop appropriate interagency agreements.
 - *Varying levels of commitment.* Internal support for an interagency agreement may be challenging at one or more of the MPOs. Furthermore, each of the agencies differs in some of their overall regional goals and priorities. Identification and nurturing of shared goals and priorities is necessary.
 - *Limited capacity related to fleet ownership and management.* As an MPO, little to no capacity to own, house, maintain, and store vans has been developed. Selecting an MPO to manage the SFVP would require both staff and physical infrastructure improvements if the potential for an owner-operator model of vanpooling were a consideration.
 - *Requires an NTD reporting arrangement.* An MPO could not report vanpooling in the NTD and access associated 5307 funding without a specific agreement with local or regional transit agencies.

To guide the analysis of the advantages and disadvantages of these various alternatives, a decision making matrix was created, which is included below.

Partnership	Does the alternative maximize partnerships?
Financial Stability	Does the alternative lend to financial stability?
NTD Reporting	Does the alternative allow for NTD reporting?
Transit Precursor	Does the alternative formally connect vanpool as a transit precursor?
Competitive Product	Does this alternative allow for market competition?
Organizational Capacity	Does the organization/agency have the capacity to manage a regional program?
	Is it important the organization has capacity to own and store vehicles?
Ease of Transition	Is transition to this alternative relatively uncomplicated?

Appendix B: SWOT Analysis

In an effort to assist the South Florida Vanpool Program (SFVP) stakeholders with the decision making process, UrbanTrans Consultants compiled the four final transition alternatives that were determined during the first phase of the SFVP Transition Study. The alternatives include:

- Miami-Dade Transit Agency operator with National Transit Database (NTD) reporting
- Miami-Dade MPO operator with cooperative NTD reporting agreements
- Florida Department of Transportation operator with cooperative NTD reporting and an enhanced South Florida Commuter Services (SFCS) role
- South Florida Regional Transportation Authority (SFRTA) operator with NTD reporting and an enhanced SFCS role

Miami-Dade Transit Agency Operator with NTD Reporting

This alternative involves placing the SFVP at a transit agency for operations and administration. The agency would contract vanpool operations to a third-party vendor and have the option to manage or own/operate any transit precursor programs. The Miami-Dade Transit Agency is the primary NTD reporting agency in the area and would be the likely agency-operator.

Strengths

- A direct linkage with Miami-Dade transit planning may provide for more effective integration of vanpool services with other mobility services.
- Direct relationship with NTD and Section 5307 funding.
- Well established transportation provider with planning and fleet operations experience across multiple transit modes (bus, rail, paratransit).

Weaknesses

- Delineated jurisdiction less than the region for planning and funding.
- Limited agency experience managing and integrating vanpool programs.
- Level of interest/commitment at the agency is an unknown.
- Development of new partnership agreements and cross-agency coordination is necessary.

Opportunities

- Potential for new leadership in partnership formation, enhancement and multi-modal success.
- Cost effective means to evaluate new fixed-route transit and to build ridership in anticipation of future fixed-route services.
- SFVP could benefit from a direct linkage to transit planning and implementation by providing more and clearer opportunities for supplemental and precursor services.

Threats

- Planning and funding priorities and processes of other jurisdictions could leave portions of the program under-funded.
- Partnership and cross-agency relationship challenges, if manifested, could degrade overall service delivery.
- Potential for shifting priorities of program so that it is secondary to transit, thereby reducing the regional value of vanpool as a travel mode.
- Potential discrepancy with move towards regional coordination.

- Limited ability to plan and integrate directly with other transit services in other stakeholder jurisdictions, which may result in a lack of utilization of mode resources in overall system planning.

Miami-Dade MPO Operator with Cooperative NTD Reporting Agreements

This alternative involves maintaining the SFVP as is: implemented through the Miami-Dade MPO. Management could stay at Miami-Dade MPO in partnership with the FDOT, SFCS, and third party vendors as well the remaining two MPOs. In this alternative, Miami-Dade continues to host the program with SFCS leading outreach, a third party vanpool vendor leading operations, and the remaining two partner MPOs providing financial support. NTD reporting would be accomplished through an agreement with the designated FTA recognized agency.

Strengths

- Meets internal multi-modal planning and integration goals.
- MPO has previous experience managing the very successful SFVP.
- MPO has vanpool brokerage model experience.
- MPO has experience with vanpool program coordinated funding integration.

Weaknesses

- Delineated jurisdiction smaller than the region for planning and funding.
- NTD reporting and expenditure must be accomplished through interagency agreements.
- Current marketing and program tracking are separated due to differing contractual lines, which causes inefficiencies in program monitoring and growth.
- Limited capacity to meet transit precursor needs.
- The MPO has few planning responsibilities beyond its jurisdiction.
- MPO is not a direct transit service provision agency, so integration with transit remains a supplemental process.

Opportunities

- Greater potential for creative application of vanpooling due to a developed level of trust in the working system.
- Increase the complementary nature of vanpooling with multi-modal planning.

Threats

- Planning and funding priorities and processes of other jurisdictions could leave portions of the program under-funded.
- Potential discrepancy with the move toward regional coordination.
- Limited capacity related to supplemental and transit precursor services, which could lead toward diversified management and decentralization.

Florida Department of Transportation (FDOT) Non-Operator Alternative with Cooperative NTD Reporting and an Enhanced SFCS Role

As a regional authority within a State office, this alternative places SFVP operations within an FDOT district. FDOT would directly provide the contract administration for SFVP while coordinating with one or multiple NTD reporting agencies. A component of this alternative is cooperation and partnership between FDOT District 6 and FDOT District 4. In this way, each area of the region is directly represented by an operational partner. Additionally, SFCS would perform an enhanced role for data tracking and reporting to support of SFVP and FDOT.

Strengths

- Agency has state and regional transportation planning leadership.
- Agency is the lead organization for state and coordinated federal funding.
- Agency has experience leading a regional service model through SFCS, making it easier to forge an SFVP and SFCS partnership.
- Well established partnerships and relationships.

Weaknesses

- Delineated jurisdiction could be less than the greater region for planning and funding.
- NTD reporting and expenditure must be accomplished through interagency agreements.
- Limited capacity to meet local program supplemental and transit precursor needs.
- No current jurisdiction for transportation service planning or operations.
- Not a direct transit service provision agency, so integration with transit remains a supplemental process.

Opportunities

- Potential for new leadership in partnership formation, enhancement, and multi-modal success.
- SFVP could benefit from macro-level planning and oversight.
- Enhanced role for SFCS, which could increase its overall marketing and promotional effectiveness.

Threats

- Planning and funding priorities and processes of other jurisdictions could leave portions of the program under funded.
- Being neither an NTD designated reporting agency or a beneficiary could create funding obstacles.
- Limited capacity related to supplemental and transit precursor services, which could lead toward diversified management and decentralization.
- Enhanced state role in regional programs could be perceived as a threat to local control.

South Florida Regional Transportation Authority (SFRTA) Operator with NTD Reporting and an Enhanced SFCS Role

As a transit agency with regional responsibility, SFRTA would extend its jurisdiction for the SFVP in concert with its regional rail system and bus services. In partnership with all three MPOs and the two FDOT regions, SFRTA would provide contract administration for SFVP. SFRTA would report to NTD all SFVP program data and apply any incremental funds that may result to the SFVP. Supplemental services could be managed directly or transitioned to local transit agencies in support of local and regional transit objectives. Additionally, SFCS would perform an enhanced role for data tracking and reporting to support SFVP and SFRTA.

Strengths

- Linkage between SFRTA rail and the broader transit planning and service delivery.
- Designated as NTD and Section 5307 funding beneficiary with existing regional agreements for reporting purposes.
- Service operations experience.
- Designation as a regional authority complementary to SFVP role and that of SFCS.

Weaknesses

- Perceived as a relatively new agency with limited capacity and history.
- Limited agency experience managing and integrating vanpool programs.
- Primary experience operating a rail system versus a vanpool program.

Opportunities

- Linkage with rail service provision at both the local and regional levels.
- SFVP could benefit from macro-level planning.
- Cost effective means to evaluate new fixed-route transit and to build ridership in anticipation of future fixed-route services.
- Advance efforts to meet regional challenges with a regional solution through a regional agency.

Threats

- Planning and funding priorities and processes of other jurisdictions could leave portions of the program under funded.
- Working with multiple agencies and across multiple jurisdictions requires complex relationships that, if not managed well, could degrade overall service delivery.
- Enhanced role in local programs could cause local agencies to feel less ownership in the SFVP.

Issue Identification

In compiling data for this analysis, a series of recurring themes were identified as issues needing further clarification and direct input from the stakeholders. As a result of these findings, the stakeholders discussed the following issues while working toward a final recommendation:

Funding

The ability to access the NTD and its funding, provide financial stability, and blend multiple funding sources for a singular program.

Partnership

The ability to maximize local and regional partnerships in support of the SFVP and vanpool commuting due to the need for financial resource pooling.

Operations

The ability to administer and manage the SFVP under a brokerage model and support localized specialization of services

Transition

The ability to which the program can easily and seamlessly be transitioned to an alternative, as well as providing for program growth.

Transportation System

The relative alignment of the alternative in relation to potential transit precursor and supplemental vanpool services (e.g. shuttle and trip completion services).

Appendix C: Financial Analysis

Data

Financial and program impact data have been collected from a variety of sources including the Florida Department of Transportation (FDOT), Miami-Dade Metropolitan Planning Organization (MPO), VPSI, and stakeholder interviews. Analysis and data from peer programs provide supplemental data. These data portray a historical perspective of revenues and operational expenses but do not provide specifics on stakeholder overhead, marketing and other soft costs related to vanpooling and other commuter services programs.

Revenues

The look at revenues revealed a trend, primarily focused on capital expenses, including vehicle lease expenses. These revenues show declining program funding in the late 1990's and a resurgence of funds commensurate with planned program growth in the early 2000's. This program growth was heavily fueled by Congestion Mitigation and Air Quality Improvement (CMAQ) funds as allocated to the MPOs, with an emphasis on the Miami-Dade area.

These total revenues average approximately \$900,000 per year between 2002 and 2006 and fueled a program growth of 177 percent during the period of 2002 to 2004. Of these revenues, the majority, (approximately \$655,000 per year) was focused on capital expenses including the underwriting of vehicle lease expenses.

While CMAQ funds have been a resource for the vanpool program, their availability is limited to three years for any specific program. As the vanpool program ages, its eligibility for CMAQ funding ends. At the FDOT planning and budgeting level some likely funds have been identified as an alternative to CMAQ, though not yet line item approved, that would maintain funding levels in the range of 80 percent of current levels through 2010.

Additionally, it should be noted that for all previous years, program revenues have come through Miami-Dade County. In the recent biennial period of 2004-2005, however, funds have come through the other two counties to support overall program growth. Beyond 2006, no non-Miami-Dade County funds are identified.

Costs

The South Florida Vanpool Program costs are based on a leased vehicle, third-party operator model, where all operating related expenses are included in the monthly vehicle rate. An analysis was performed to compare the costs associated with a leased fleet versus an owned fleet. The full analysis is shown below in the table titled, "Comparison of Lease to Own Costs." This analysis looked at a hypothetical fleet of 200 vehicles, which the SFVP program should be able to approach shortly. The analysis was based on current costs and considers a fleet of various sized vehicles.

The comparison reveals that there is little cost difference between the lease and own options; however, it can be expected, barring significant increases in lease rates as compared to vehicle prices, that a lease option will save approximately \$800 per year per van. The cost variation can be explained by a few factors:

First, third-party operator organizations tend to be leaner on staff and related expenses due to a profit center focus and non-unionized labor.

Second, owner/operator organizations have been trending towards longer depreciation cycles as they are finding that they are not reaching 100,000 miles as early as forty eight months and have a willingness to

extend the life of the vehicle up to a total age of 84 months while still considering the 100,000 mile breakpoint.

Third, vehicle disposal differences exist. While leased fleets are financed based on a total vehicle cost less a market-based residual (an amount the vehicle is expected to be sold for at the termination of the lease) and paid for over an agreed upon number of months, owned fleets tie up significant acquisition capital up front and are depreciated (book value) over a period of time.

Fourth, owned fleets tend to be driven for longer periods of time and consequently are less valuable at the end of the depreciation period, making lease vehicles a source of revenue for the third party operator.

It is worth noting that leases are less flexible at the termination point than ownership fleets. While re-leases can be negotiated on these end-of-term vehicles, owned fleets have an asset that is fully depreciated and can be placed into innovative use, such as multi-modal, short-distance connector vehicles. While these would operate similarly to a vanpool, they would do so at a dramatically reduced cost basis, thereby making other modes of commuting more attractive and feasible.

Ultimately there is no clear cut advantage to one scenario or the other, as long as third-party lease programs remain flexible at traditional termination points. The primary benefit associated with the lease option is that it allows for expansion of the fleet without significant upfront capital.

Comparison of Lease to Own Options				
Ownership Costs				
Vehicle Costs	7 Passenger	9 to 11 Passenger	15 Passenger	
Number of vehicles	154	32	14	
Depreciation cycle	84 month	84 months	84 months	
Average vehicle acquisition cost ¹	\$14,880	\$17,200	\$18,800	
Annualized vehicle acquisition cost	\$2,126	\$2,457	\$2,686	
Annual maintenance costs per vehicle ²	\$1,096	\$920	\$1,279	
Annual insurance costs per vehicle	\$1,260	\$1,260	\$1,260	
Other annual expenses per vehicle	\$529	\$529	\$529	
Annualized cost per vehicle	\$5,011	\$5,166	\$5,754	
Program Overhead				
Vanpool administration	\$923,497			
Agency overhead	\$319,068			
Average annual cost per vehicle	\$11,300			
Lease Costs				
	7 Passenger	9 to 11 Passenger	15 Passenger	
Number of vehicles	154	32	14	
Lifecycle of lease	48 months	48 months	48 months	
Monthly lease cost per vehicle	\$840	\$945	\$1,075	
Annual lease cost per vehicle	\$10,080	\$11,340	\$12,900	
Average annual cost per vehicle	\$10,479			

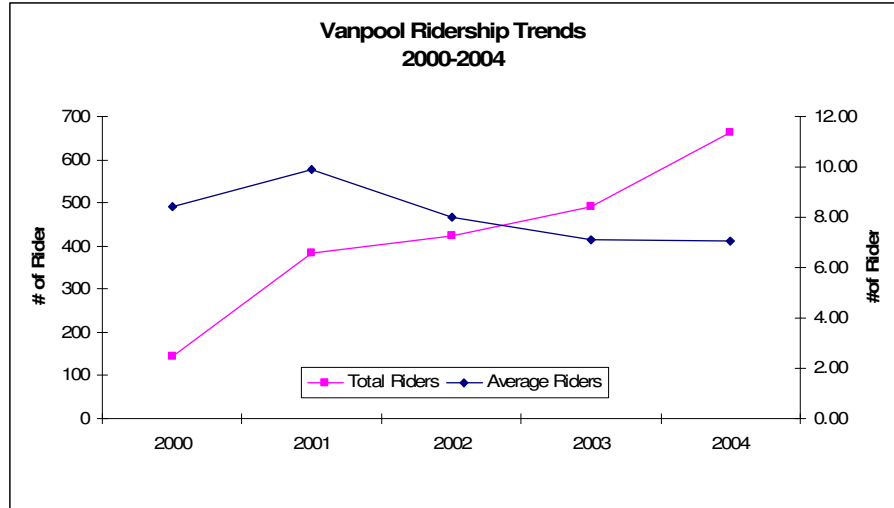
(1) Assumes 20% of acquisition cost will be recovered

(2) Includes scheduled and unscheduled maintenance, based on data from edmunds.com

Trends and Price Elasticity

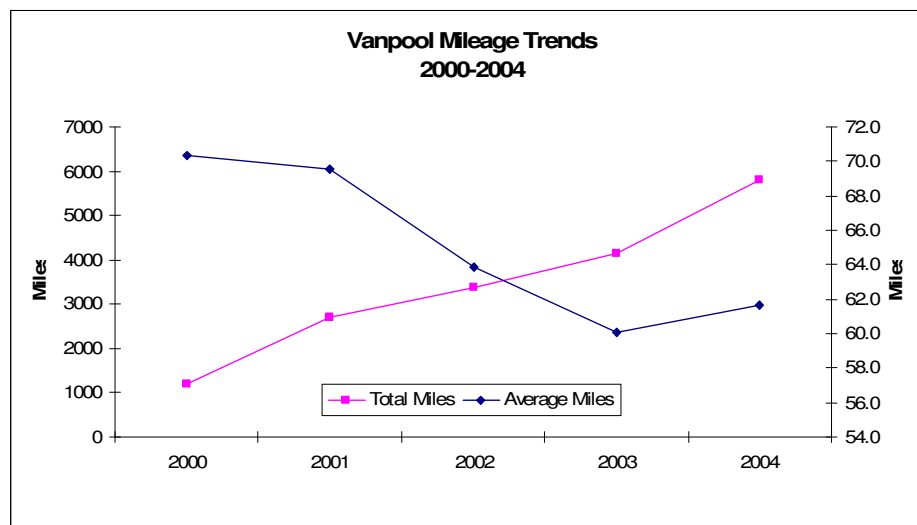
Trends were identified through cross analysis of the ridership. Mileage and financial data showed that the efficiency of the vanpool program (as measured by maximizing riders or roundtrip mileage) has decreased since the subsidy level increased.

The Vanpool Ridership Trends chart shows the total number of riders has increased while the average number of riders per vanpool has declined. This translates to vanpools operating with fewer people in them.



The Vanpool Mileage Trends chart shows the total number of vanpool miles traveled daily is increasing while the average number of miles traveled for each vanpool has declined.

This translates to vanpools, on average, traveling shorter distances, though still in excess of 60 roundtrip miles.



These data tend to show a declining efficiency of the vanpool network. When correlated to the increase in subsidy in 2002, these trends identify a possible price elasticity issue, indicating that the price of ridership is under priced based on the market reaction. Unfortunately, significant research on price elasticity as it relates to vanpools has not been conducted. There are, however, a few studies to which we can turn.

A study by Wambalaba, Concas and Chavarria¹ in the Puget Sound area looked at the price elasticity of rideshare programs. It found that vanpool riders respond to subsidies, which is the same finding

¹ Wambalaba, Francis, Sisinnion Concas, and Marlo Chavarria. 2004. *Public Transportation Research Study Price Elasticity of Rideshare: Commuter Fringe Benefits for Vanpools*. Center for Transportation Research.

experienced in South Florida. The study estimated that a 10 percent decrease in price was associated with a 6 to 13 percent increase in ridership, with the converse also being true. The study also found that the presence of subsidies made an individual 1.8 times more likely to choose vanpooling over driving alone. Still looking at the likelihood that an individual would choose vanpooling over driving alone, the study found that a one dollar decrease in vanpool price is associated with a 2.6 to 14.8 percent increase in the predicted odds that an individual will choose vanpooling over driving alone.

Winters and Cleland found that a 10 percent reduction in vanpool price is associated with a 15 percent increase in demand². This finding is similar to the Wambalaba, Concas and Chavarria study, but on the high side of their results. The Winters and Cleland study also found that the level of awareness commuters have of vanpool programs will affect demand. This finding would be expected and speaks to the importance of an effective outreach program.

A stated preference survey was developed to determine how Florida commuters in Tampa, Miami-Fort Lauderdale, and Jacksonville would react to different vanpool pricing and service combinations. The survey asked commuters about vanpool programs with prices set at \$50, \$25, and \$0. The survey assumed various distances to pick-up locations, transit fares of approximately \$50 per month and the non-availability of flextime, telework, and compressed work weeks. The survey found that a reduction in vanpool fares from \$50 to \$25 with a 2-mile pick-up area and no other incentives would increase vanpool use from zero to 5 percent of the market.

Numerous other studies have found that driving habits are price elastic. Agras and Chapman looked at US data from 1982 to 1995 and found that a 10 percent increase in fuel price is associated with a 1.5 percent decrease in short-term automobile travel and a 3.2 percent decrease in long-term automobile travel³. Other studies of parking prices to trip making found an elasticity of -0.1 to -1.2 meaning a ten percent increase in parking cost can decrease trips by 1 to 12 percent^{4,5}.

While the data do not clearly indicate what the pricing should be for vanpool services in the South Florida area, declining vanpool efficiency and elasticity studies suggest that a review of subsidy rates should be conducted to balance efficiency of the system with getting more riders and active vanpools.

Long-Term Funding Mechanism

FDOT District 6 and Miami-Dade MPO have secured funding for operation of the vanpool program via their respective Work Program and Transportation Improvement Plan (TIP). However, funding from the other MPOs has not yet been integrated into their TIPs. A mechanism needs to be identified by all parties to meet the overall program needs. Based on general projected growth, program capital resources will be insufficient to cover subsidies as soon as 2007. (Note: This projection is based on current subsidy levels, 15 percent annual program growth.)

To meet this need an untapped resource exists, the National Transit Database (NTD) and its affiliated Section 5307 funding. While Section 5307 funds tend to lag about a year behind reporting, they are based on vanpool revenue miles and an incentive tier based on passenger miles. The funds are the same formula that distributes funds to traditional transit service and as such are long-term and stable. To be qualified, a designated recipient (a designated agency representing an urbanized area with 200,000 or more residents) must submit specific data and manage the funds per federal guidelines.

² Winters, Phil, and Francis Cleland. *Vanpool Pricing and Financing Guide*. Center for Transportation Research. University of South Florida.

³ Agras, J and D. Chapman. 1999. The Kyoto Protocol, CAFE Standards, and Gasoline Taxes. *Contemporary Economic Policy*. 17:3.

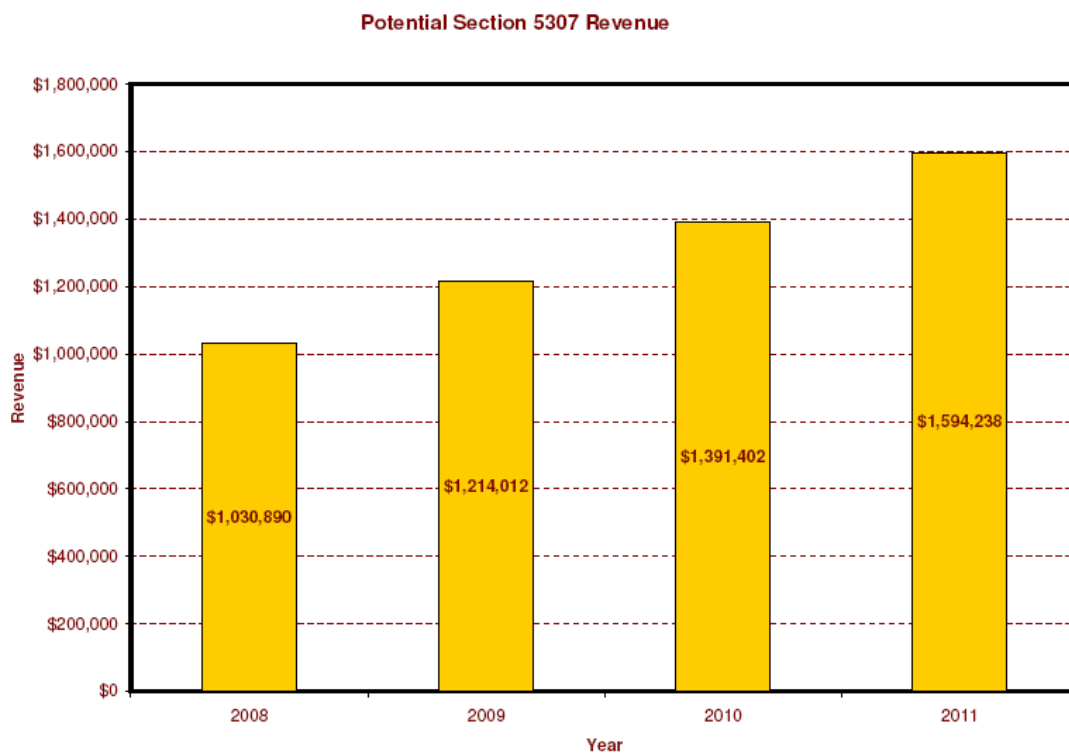
⁴ Kuzmyak, Richard J., Rachel Weinberger, and Herbert S. Levinson. 2003. Parking Management and Supply: Traveler Response to Transport System Changes, Chapter 18. *Report 95, Transit Cooperative Research Program*. Transportation Research Board.

⁵ Pratt, Richard. 1999. Traveler Response to Transportation System Changes, Interim Handbook. *TCRP Web Document 12* (http://gulliver.trb.org/publications/tcrp/tcrp_webdoc_12.pdf)

Unfortunately, because of the process through which Section 5307 funds are distributed in the region, allocation of Section 5307 funds to the vanpool program cannot be guaranteed, even if reporting is made to the NTD Database. For this reason, the funding partners must allocate sufficient funds to cover all program costs less those covered by farebox revenue.

Additionally, section 5307 funds can be used only for capital improvements. If the revenue becomes available and exceeds the vanpool program's capital needs, some funds may be forfeited. To avoid this scenario it may be necessary to, through the MPO process, swap the Section 5307 funds with another source.

The table below shows the potential Section 5307 funds that could be made available to the vanpool program via NTD reporting.



By 2011 total net public funding needs for the vanpool program are expected to approach \$2,300,000. With a potential funding stream of \$1,594,000 in 2011, Section 5307 funds have the potential to cover approximately 69 percent of net public funding needs. The tables below show financial details for the program based on anticipated ridership levels and potential Section 5307 funds.

SFVP Revenue Needs Projections						
Vanpool Ridership	2006	2007	2008	2009	2010	2011
7 passenger	124	142	164	188	217	249
9 passenger	23	26	30	34	39	45
15 passenger	14	16	18	22	25	29
Total Number of Vans	161	184	212	244	281	323
Total Number of Riders	1127	1288	1484	1708	1967	2261
Average Monthly Operational Lease Costs Per Vehicle ¹						
7 passenger	\$1,025	\$1,076	\$1,130	\$1,187	\$1,246	\$1,308
9 passenger	\$1,165	\$1,223	\$1,284	\$1,349	\$1,416	\$1,487
15 passenger	\$1,280	\$1,344	\$1,411	\$1,482	\$1,556	\$1,634
Average Annual Operational Lease Costs for the Fleet						
7passenger	\$1,525,200	\$1,833,930	\$2,223,963	\$2,676,892	\$3,244,308	\$3,908,868
9 passenger	\$321,540	\$381,654	\$462,389	\$550,242	\$662,718	\$802,909
15 passenger	\$215,040	\$258,048	\$304,819	\$391,185	\$466,754	\$568,507
Total Annual Operational Lease Costs	\$2,061,780	\$2,473,632	\$2,991,171	\$3,618,319	\$4,373,780	\$5,280,283
Administration Costs ²						
Contract	\$225,371	\$236,613	\$248,444	\$260,866	\$273,911	\$287,609
Coordinator	\$130,998	\$137,548	\$255,376	\$379,115	\$398,070	\$417,975
Total Administrative Costs	\$356,369	\$374,161	\$503,820	\$639,981	\$671,981	\$705,584
Total Costs ³						
Total Program Cost	\$2,418,149	\$2,847,793	\$3,494,991	\$4,258,300	\$5,045,761	\$5,985,867
Total Cost Per Van	\$15,020	\$15,477	\$16,486	\$17,452	\$17,956	\$18,532
Total Cost Per Rider	\$2,146	\$2,211	\$2,355	\$2,493	\$2,565	\$2,647
Total Cost Per Passenger Mile	\$0.136	\$0.140	\$0.150	\$0.158	\$0.163	\$0.168
Farebox Recovery ⁴						
7passenger	\$930,000	\$1,152,330	\$1,436,763	\$1,774,492	\$2,202,708	\$2,713,668
9 passenger	\$211,140	\$256,854	\$318,389	\$387,042	\$475,518	\$586,909
15 passenger	\$147,840	\$181,248	\$218,419	\$285,585	\$346,754	\$429,307
Total Farebox Recovery	\$1,288,980	\$1,590,432	\$1,973,571	\$2,447,119	\$3,024,980	\$3,729,883
Net Public Funding Needed ⁵						
Total Net Public Funding Needed	\$1,129,169	\$1,257,361	\$1,521,420	\$1,811,181	\$2,020,781	\$2,255,984
Broward Net Revenue Needs	\$444,268	\$520,325	\$606,877	\$737,635	\$824,926	\$926,060
Miami-Dade Net Revenue Needs	\$414,641	\$400,499	\$506,099	\$544,692	\$591,456	\$643,565
Palm Beach Net Revenue Needs	\$270,261	\$336,537	\$408,445	\$528,856	\$604,400	\$686,360
Revenue by Funding Source						
Farebox Revenue	53%	56%	56%	57%	60%	62%
Remaining Revenue Needs	47%	44%	44%	43%	40%	38%

(1) Represents the average monthly cost charged to riders based on their mileage traveled

(2) 2006 costs are based on current data. In subsequent years costs are increased by 5% annually.

(3) Total costs = operational costs + administrative costs

(4) Farebox recovery is equal to operational lease costs less a \$400 per month subsidy

(5) Includes operational and administrative costs less farebox recovery

Potential Section 5307 Revenue by County						
	2006	2007	2008	2009	2010	2011
Broward	\$0	\$0	\$438,128	\$517,275	\$592,536	\$681,747
Miami-Dade	\$0	\$0	\$355,657	\$395,873	\$433,821	\$477,223
Palm Beach	\$0	\$0	\$237,105	\$300,864	\$365,045	\$435,269
Total Revenue	\$0	\$0	\$1,030,890	\$1,214,012	\$1,391,402	\$1,594,238

The following tables estimate the amount of funds that should be allocated to the vanpool program by each of the MPOs. The funding needs shown in the tables exclude all potential Section 5307 funds. Should Section 5307 funds become available, those funds can be returned to the SFVP funding sponsors for use on other projects or as additional funding for the vanpool program.

Broward Revenue Needs Projections						
	2006	2007	2008	2009	2010	2011
Operational Lease Costs	\$812,337	\$993,623	\$1,203,395	\$1,456,308	\$1,761,024	\$2,132,842
Contract Costs	\$56,343	\$59,153	\$62,111	\$65,217	\$68,478	\$71,902
Coordinator Costs*	\$65,499	\$68,774	\$91,582	\$151,646	\$159,228	\$167,190
Farebox Recovery	\$507,934	\$639,172	\$794,375	\$984,885	\$1,218,314	\$1,506,789
Total Cost	\$426,245	\$482,378	\$562,713	\$688,286	\$770,416	\$865,145

*Beginning in mid-year 2008 costs reflect the addition of one optional coordinator. If the coordinator is not added, coordinator costs can be reduced by \$30,500 in 2008 and 50% in subsequent years.

Miami-Dade Revenue Needs Projections						
	2006	2007	2008	2009	2010	2011
Operational Lease Costs	\$760,760	\$857,510	\$976,874	\$1,114,521	\$1,289,321	\$1,492,989
Contract Costs	\$112,686	\$118,307	\$124,222	\$130,433	\$136,956	\$143,805
Coordinator Costs	\$0	\$0	\$72,212	\$75,823	\$79,614	\$83,595
Farebox Recovery	\$475,685	\$551,615	\$644,846	\$753,738	\$891,980	\$1,054,752
Total Cost	\$397,761	\$424,203	\$528,462	\$567,039	\$613,911	\$665,637

Palm Beach Revenue Needs Projections						
	2006	2007	2008	2009	2010	2011
Operational Lease Costs	\$373,933	\$503,617	\$651,249	\$847,036	\$1,084,917	\$1,361,737
Contract Costs	\$56,343	\$59,153	\$62,111	\$65,217	\$68,478	\$71,902
Coordinator Costs*	\$65,499	\$68,774	\$91,582	\$151,646	\$159,228	\$167,190
Farebox Recovery	\$233,811	\$323,964	\$429,897	\$572,841	\$750,568	\$962,027
Total Cost	\$261,964	\$307,580	\$375,045	\$491,058	\$562,054	\$638,803

*Beginning in mid-year 2008 costs reflect the addition of one optional coordinator. If the coordinator is not added, coordinator costs can be reduced by \$30,500 in 2008 and 50% in subsequent years.

Appendix D: Vanshare Case Study

In its fourth year of operation, King County Metro's Vanshare program is designed to provide the first and last link to and/or from high occupancy vehicle (HOV) modes such as transit, commuter rail and/or ferry. Often, commuters are unable to take transit, rail or the ferry due to the lack of direct connections from their origin or to their final destination. King County Metro's Vanshare provides a connection from the home to a Park-n-Ride, Ferry Terminal or Rail Station and/or a connection from the Park-n-Ride, Ferry Terminal or Rail Station to the place of work.

Still in a pilot program stage, the Vanshare business model utilizes high quality depreciated King County Vanpools with low mileage. Each Vanshare vehicle is limited to no more than 20 miles per day round trip travel and carries a user fee of \$50.00 per month as well as gas costs which are divided equally among up to 15 Vanshare riders. A minimum of three Vanshare riders is required and riders are matched to vehicles through www.rideshareonline.com and through employer transportation coordinators as well as general rideshare promotions.

Currently more than 110 Vanshares exist throughout the greater Puget Sound Area, most of which serve commuter rail station Park-n-Rides. Parking costs are minimized through arrangements to park the Vanshare vehicles at the Park-n-Ride station. Furthermore, most Vanshares access employer or building sponsored free parking or preferential parking at employment sites. One exception to free parking concerns parking at Downtown Seattle's rail station, King Street Station. In order to avoid passing the costs of parking down to the user, Metro received a grant to cover the costs of parking at the Station.

Why Vanshare works:

- Attractive Customer Price Point: Riders share a \$50.00 a month fee and gas costs. Parking is fully covered by the County or employer. This fee is also covered by many FlexPass agreements making it free to the majority of users.
- HOV Gap Filler: Riders who would not otherwise be able to access transit, rail or ferry system modes are able to when a Vanshare link is included.
- Depreciated Vans: Vans are vanpool vehicles that have reached or exceeded their standard operating potential. After six years, vanpools are assessed and either retired and sold or retained for Vanshare usage.
- Low Mileage Trips: Daily roundtrip Vanshare trips must not exceed 20 miles, thus minimizing continued wear and tear on the vehicle.
- Clear Business Model: The Vanshare business model is designed to connect riders directly to and/or from transit, rail or ferry system modes and is not intended to serve as a shuttle or vanpool.
- Agency Support: Because of the critical link between transit and Vanshare, the greater agency (Metro) is supportive of the program investments due to its ability to grow transit ridership.

Appendix E: Peer Review

Data were collected and compiled regarding 26 vanpool programs across the United States, as a peer review of programs and services. The purpose was to understand the complexity of programs while identifying like and dissimilar program elements. These data were the basis for vanpool program recommendations made in this report.

A summary of the findings is provided in the following table. While this table provides information on the average vanpool program, it does not necessarily represent the direction in which a program should be moving.

Administration and Operations

Administrator	Likely to be a transit agency or vendor that administers/operates its own program and has provided a vanpool program for about 14.5 years.
Competition	Markets have a high potential for competition (to direct public sector provisions of service), likely in the form of VPSI, though other competitors exist. Competition is not a negative; rather, it is seen as a boon in this travel market that is secondary or supportive to transit.
Total Vanpools	153
Total Riders	1,229 and growing

Funding

Sources	Programs are likely to be funded from multiple sources including CMAQ and other federal funds. In the event that a program decides to report vanpool ridership as part of the National Transportation Database (NTD) program, it is likely to receive only some or none of the associated 5307 funding, but will be credited with assisting the overall transit agency.
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Vehicles

Size	Programs are likely to have all sized of vans (mini through extended); however, market and regulatory forces are putting pressure on programs to leave the 15-passenger vehicle market.
Make/Model	Full sized Chevrolet, GM, Ford, or Dodge vans are, in that order, the most popular. Programs with minivans are most likely to have Chevrolet Astrovan.
Ownership	Vans are likely owned unless a vendor is used for administration, in which case vans are typically leased
Maximum Fleet Age	5.6 years
Insurance	Third party

Value Added Services

The following value added features are generally provided to participants:

- Maintenance
- Fuel
- Roadside Assistance
- Guaranteed Ride Home
- Toll payments (if toll facilities exist in the service area)
- Personal use of the vehicle for drivers during off hours
- Online reporting

Marketing

Emphasis	The primary marketing emphasis sells the program as a rideshare service. However, programs are willing to try most marketing techniques.
Media	Typical marketing distribution channels include information packets, ridematching assistance, GRH and tax programs, events, and meetings.

Fares and VMT

Fares	Fare structures are generally based on mileage ranges and attempt to recover 70 to 85 percent of total costs. This equates to an average fare of \$76 to \$100.
Direct Subsidies	Programs are not likely to provide direct subsidies, but if they do, the subsidies are focused on getting vans on the road and filling empty seats.
Average One-way VMT	39.8 miles

Administration and Operations

As noted in the average vanpool profile, the use of vendors for the provision of vanpool services is common. Vendors offer a degree of flexibility and are available in almost every market. Third-party vendors can handle any part or all of a vanpool program's administration and operations. Data revealed that there is no clear cut direction related to the factors involved in non-vendor versus third-party vendor choices for direct administration (or any part of the administration). It is primarily a decision driven by regional philosophy and type of funding available.

The table shown below lists information regarding the types of administration and operational models used by the various vanpool services interviewed as part of this peer review.

Company	Who operates the PRIMARY vanpool program?					Number of Vans	Number of vanpoolers	Program age	Does the vanpool administrator...			Which third party vendors operate in the area		
	Tenit agency	Employer	Local government	Rideshare Agency	Regional government				Own and operate the vans	Use third party vendor for operations	Use third party vendor for leasing and operations	VPSI	Enterprise	Other
Ada County Highway District Commuteride			✓			66 vans	660 vanpoolers	29 Years	✓					
Bay Area Commuter Services, Inc.				✓		19 vans	144 vanpoolers	10 Years				✓		
California State University, Northridge		✓				5 vans	35 vanpoolers	14 Years		✓			✓	
Community Transit	✓					276 vans	1,800 vanpoolers	19 Years	✓					
Douglas County Rideshare			✓			36 vans	300 vanpoolers	17 Years	✓				✓	GRTA
DRCOG					✓	56 vans	300 vanpoolers	12 Years	✓					
King County Metro Rideshare Operations	✓					756 vans	5,904 vanpoolers	26 Years	✓					
Metropolitan Washington Council of Governments					✓	900 vans	12,000 vanpoolers	31 Years	✓				✓	ABS and Private Owner-Operators
Miami-Dade County MPO		✓				98 vans	830 vanpoolers	7 Years		✓			✓	
Mid-Valley Rideshare				Rideshare agencies in partnership		8 vans	88 vanpoolers	2 Years		✓			✓	
Midway Rideshare					✓	4 vans	60 vanpoolers	4 Years		✓				
NJ TRANSIT (New Jersey Transit Corp.)	✓					160 vans	1,400 vanpoolers	8 Years			multiple competing third party vendors			Vanpool of NJ and Archibald Vanpool
North Front Range MPO/VanGo Program				✓		42 vans	260 vanpoolers	10 Years	✓			✓		
Parsons Brinckerhoff/miniPOOL					✓	37 vans	250 vanpoolers	1 Years		✓			✓	
Pierce Transit	✓					280 vans	2,360 vanpoolers	19 Years	✓					
Regional Transp Auth	✓							18 Years		✓			✓	
RideSolutions, part of Mid-Ohio Regional Planning Commission				✓		26 vans	360 vanpoolers	25 Years		✓			✓	
SANDAG				✓		418 vans	3,761 vanpoolers	9 Years		✓			✓	
Stakeholder-Anonymous 1				✓		15 vans	85 vanpoolers	7 Years	✓					
Stakeholder-Anonymous 2		✓				12 vans	75 vanpoolers	12 Years		✓			✓	
TENNESSEE VANS					university transportation center		352 vans	14 Years	✓					
UCLA (Transportation Services)		✓				137 vans	1,500 vanpoolers	20 Years	✓				✓	
Utah Transit Agency	✓					253 vans	2,800 vanpoolers	15 Years	✓					
UTC					✓	35 vans	211 vanpoolers	9 Years		✓			✓	
Valley Metro					✓	228 vans	2,000 vanpoolers	20 Years	✓				✓	
Van Pool of NJ					✓	200 vans	2,000 vanpoolers	26 Years		✓				Vanpool of NJ
Count	8	3	3	3	4	16			12	2	10	2	18	4
Minimum						4		39						
Maximum						900		12000						
Median						65		520						

Fifteen of the vanpool programs hire third party vendors to provide some level of assistance with program administration. The level of assistance provided varies significantly and indicates that vanpool operators, including SFVP, can seek flexible contracts from third party vendors. The table below shows the types of services that are sought.

Company	If you use a third party vanpool vendor, do they...						
	Administer program	Help with vanpool formation	Provide vehicles	Collect fares	Maintain vehicles	Market program	Report miles or other required reporting
Bay Area Commuter Services, Inc.		✓		✓	✓	✓	✓
California State University, Northridge	✓		✓		✓		
Metropolitan Washington Council of Governments	✓	✓	✓	✓	✓		
Miami-Dade County MPO		✓	✓	✓	✓		✓
Mid-Valley Rideshare			✓		✓		✓
Midway Rideshare		✓	✓		✓		
NJ TRANSIT (New Jersey Transit Corp.)		✓	✓	✓	✓	✓	
Parsons Brinckerhoff/miniPOOL		✓	✓	✓	✓	✓	
Regional Transp Auth					✓		
RideSolutions, part of Mid-Ohio Regional Planning Commission			✓		✓		✓
SANDAG		✓	✓	✓	✓	✓	
Stakeholder-Anonymous 2			✓		✓		
UTC		✓		✓	✓	✓	✓
Valley Metro				✓	✓		✓
Van Pool of NJ	✓	✓	✓		✓	✓	✓
Count	4	9	12	9	15	6	7

Funding

The peer review revealed no clear standard for vanpool funding. In most regional markets, vanpool costs exceed the consumer price point at which commuters are willing to purchase the service. As a result, each vanpool program seeks out funding resources to subsidize or underwrite the 15%-30% usually necessary to make vanpooling financially appealing to consumers. In those markets where no external funding is cited, employer subsidies and, at times, traffic congestion offset the higher prices.

The peer review also revealed that while vanpooling is a legitimate NTD reporting and expenditure mechanism, only half of the programs surveyed report vanpooling in the NTD database. Data suggests that because their vanpool programs receive little or no direct pass-through of the 5307 funds, the motivation may not exist to add vanpool programs to this reporting. The formulaic approach to Section 5307 funds, however, means that the relative contribution to funding appropriations is the same for a 10-passenger vanpool traveling 40 miles as a bus with 40 passengers traveling 10 miles. Ultimately, if vanpool program reporting to NTD is not added, the result is a loss of revenue opportunity for both the responsible agency and the vanpool program.

The table shown below reports on the various funding sources used by the vanpool programs interviewed during the peer review:

Company	9. How is the vanpool program funded?							10. Do you report vanpool miles as part of your region's National Transit Database (NTD)		
	Federal:5307 (FTA)	Federal:CMAQ	Federal:STP	State	Local government	Employer	TMA/TMO/BID	○ - Not Allocated	● - Partially Allocated	● - Fully Allocated
Ada County Highway District Commuteride		<	<		<					
Bay Area Commuter Services, Inc.										
California State University, Northridge						✓				
Community Transit	✓	✓		✓	✓			✓	●	
Douglas County Rideshare	✓			✓	✓		✓	✓	●	
DRCOG		✓						✓	○	
King County Metro Rideshare Operations								✓	○	
Metropolitan Washington Council of Governments										
Miami-Dade County MPO		✓		✓						
Mid-Valley Rideshare				✓		✓		✓	●	
Midway Rideshare						✓				
NJ TRANSIT (New Jersey Transit Corp.)				✓				✓		
North Front Range MPO/VanGo Program			✓					✓	●	
Parsons Brinckerhoff/miniPOOL		✓								
Pierce Transit	✓	✓	✓	✓	✓			✓	●	
Regional Transp Auth					✓	✓		✓	●	
RideSolutions, part of Mid-Ohio Regional Planning Commission	✓	✓		✓						
SANDAG	✓	✓			✓			✓	●	
Stakeholder-Anonymous 1		✓								
Stakeholder-Anonymous 2				✓	✓	✓				
TENNESSEE VANS		✓			✓					
UCLA (Transportation Services)						✓				
Utah Transit Agency		✓						✓		
UTC		✓					✓	✓	●	
Valley Metro	✓	✓	✓					✓		
Van Pool of NJ								✓		
Count	6	13	4	8	8	6	2	14		

Vehicles

The peer review shows that significant fleet variations exist between vanpool programs and that most fleets contain vehicles of various size. The typical vanpool program owns its own vehicles, unless it is operated by a third party vendor, in which case vans are typically leased. While ownership of vehicles is the norm, the trend is toward more leased vehicles. Capital acquisition costs for agencies are typically constrained through public budget processes, which means an agency cannot purchase a new van whenever a new vanpool forms. The desire to offer vanpool services via regional approaches and through inter-agency cooperation is also driving demand for a wider range of fiscal options, which increases the demand of leased vehicles.

In terms of fleet composition, there are basically three makers of product for vanpooling. General Motors (including GMC and Chevrolet), Chrysler (including Dodge) and Ford. All three makers provide vans in extended (12-15 passenger), traditional (9-12 passenger) and mini (7-9 passenger) and for the extended and traditional sizes. Interestingly, the Chevrolet Astrovan and GMC Safari have cornered the market in minivans, though Dodge and Ford have some impact. In the large-size market there is no clear sales leader.

More recent market trends are toward the purchase of more minivans. Recent rollover accidents have sparked elected officials to call for additional restrictions on the use of extended vans. At the same time, consumers are expressing greater interest in the smaller vehicles, even though they have higher per passenger costs. The table below shows that the number of vanpool programs with minivans is significant within our sample, but that 15-passenger vans are still common.

Company	Fare Structure						Average fare					Subsidies provided					
	By mileage ranges	By specific mileage	Flat rate	cost (less subsidy if applicable)	By amount of days used	Other	Less than \$50	\$50 - \$75	<\$76 - \$100	\$101 - \$125	\$126 +	Permanent rider subsidy	Temporary empty seat subsidy	First month(s) free	No fare for drivers	Other	
Ada County Highway District Commuteride	✓							✓				✓	✓			Incentives	
Bay Area Commuter Services, Inc.	✓							✓									
California State University, Northridge				✓		Campus Subsidy			✓			✓	✓				
Community Transit	✓							✓									
Douglas County Rideshare	✓							✓							✓		
DRCOG			✓						✓				✓			Recruiting Incentive	
King County Metro Rideshare Operations	✓								✓				✓		✓		
Metropolitan Washington Council of Governments						✓					✓					Some local jurisdictions provide personal property tax relief and seat subsidies	
Miami-Dade County MPO	✓								✓							\$400/van/month	
Mid-Valley Rideshare				✓		% of lease cost subsidized				✓						Percent of lease cost	
Midway Rideshare	✓								✓							partial sponsorship amount per month per van; TMA may provide startup, empty seat, etc.	
NJ TRANSIT (New Jersey Transit Corp.)				✓		each group splits its cost			✓								
North Front Range MPO/VanGo Program	✓										✓		✓				
Parsons Brinckerhoff/miniPOOL	✓								✓			✓	✓	✓			
Pierce Transit	✓															✓	
Regional Transp Authority					✓						✓	✓	✓			50 % w/ serv area	
RideSolutions, part of Mid-Ohio Regional Planning Commission		✓									✓	✓	✓	✓			
SANDAG					✓		✓					✓					
Stakeholder-Anonymous 1			✓								✓					1/2 off first 3 months	
Stakeholder-Anonymous 2	✓											✓		✓		2 free weeks	
TENNESSEE VANS	✓								✓				✓				
UCLA (Transportation Services)		✓								✓			✓				
Utah Transit Agency		✓						✓									
UTC			✓									✓		✓		New rider subsidies, new driver incentives	
Valley Metro	✓							✓							✓		
Van Pool of NJ																	
Count	14	3	3	3	1	2	1	6	10	4	5	6	10	4	8		

Value-Added Services

The peer review revealed that value-added services are common among vanpool programs, with most programs including vehicle operational costs (maintenance, gas, road side assistance, etc.) to minimize inconveniences while ensuring that their fleets get proper care while in the hands of users. A full listing of the typical value-added services offered by the various peer agencies is shown in the table below.

Because many programs are mired in paper processes, consumers and subsidizing employers are pushing for online reporting. While this service is still uncommon, it has the potential to significantly reduce back office labor expenses in addition to making reporting easier for vanpool drivers and riders. Vanpool programs operated by multiple partners are likely to experience more difficulty implementing such systems due to their general need of more reporting information and the extra expectations associated with multiple partners.

Company	Items included in the price of the vanpool seat							Technologies that have or are being considered				
	Maintenance	Gas	Tolls	Roadside Assistance	Driver's Use Off Hours	Drivers Ride Free	Guaranteed Ride Home	Other	On-Board SmartCard readers	Online weekly / monthly van usage / ridership reporting	Advanced "seat-reservation" systems	Other
Ada County Highway District Commuteride	✓	✓		✓	✓	✓	✓	Insurance		✓	✓	
Bay Area Commuter Services, Inc.	✓			✓				On-campus Parking of vanpool vehicle				
California State University, Northridge	✓	✓		✓			✓					
Community Transit	✓	✓		✓	✓		✓		✓	✓		
Douglas County Rideshare	✓	✓						van replacement		✓	✓	
DRCOG	✓	✓		✓	✓	✓	✓	Insurance, Bike Racks, Replacement		✓		
King County Metro Rideshare Operations	✓	✓		✓		✓	✓		✓	✓		
Metropolitan Washington Council of Governments								Varies by provider & private owner-operators				
Miami-Dade County MPO	✓			✓	✓	✓	✓	transponder				
Mid-Valley Rideshare	✓	✓		✓	✓	✓	✓			✓		
Midway Rideshare	✓	✓		✓	✓					✓		
NJ TRANSIT (New Jersey Transit Corp.)	✓	✓	✓	✓								
North Front Range MPO/VanGo Program	✓	✓		✓	✓		✓			✓		
Parsons Brinckerhoff/miniPOOL	✓			✓	✓		✓			✓		
Pierce Transit	✓	✓				✓		85% of all direct administrative and operating costs		✓		
Regional Transp Auth	✓	✓		✓			✓					
RideSolutions, part of Mid-Ohio Regional Planning Commission	✓	✓		✓		✓	✓					
SANDAG	✓			✓	✓	✓	✓					
Stakeholder-Anonymous 1	✓	✓		✓		✓	✓	insurance				
Stakeholder-Anonymous 2	✓	✓			✓	✓	✓					
TENNESSEE VANS	✓	✓						vehicle				
UCLA (Transportation Services)	✓	✓		✓	✓	✓	✓	parking, vehicle acquisition cost, repairs (exclusive of routine preventative maintenance, new driver road evaluations by third-party consultant, driver medical exams, empty seat subsidy				GPS tracking system
Utah Transit Agency	✓	✓		✓	✓		✓			✓		
UTC	✓	✓		✓	✓		✓		✓	✓	✓	
Valley Metro	✓	✓		✓	✓	✓	✓					
Van Pool of NJ	✓	✓	✓	✓	✓	✓	✓					
	25	19	2	21	15	13	18		3	12	3	

Marketing

Vanpool programs seem to be the quintessential example of maximizing minimal marketing resources. As programs, they universally understand that it takes all types of marketing angles to create consumer interest in the vanpooling product. Unfortunately, their shoestring budgets, and secondary to transit position, frequently leave programs with few alternatives.

Working within the constraints of their small marketing budgets, most vanpool programs have focused on traditional delivery tools such as their own vanpool informational packets and transit customer service agents for reactive marketing. Transportation events, such as employee transportation coordinator meetings and transportation awareness fairs and rider wanted advertisements are also used to market vanpool services. Less common marketing techniques include on-vehicle logos and contact information and referral bonuses.

The marketing table provides complete information on the types of marketing used by the various vanpool programs interviewed as part of the peer review.

Company	How the vanpool program marketed				Type of marketing used										
	As a transit program	As a rideshare program	As a unique mobility option	Other	Riders wanted ads	Van decoration	Events	Formation Meetings	Special incentive offers/promotions	Referral programs	Vanpool information packet	Tax benefit information	Guaranteed Ride Home	Ridematching/placement assistance	Other
Ada County Highway District Commuteride		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Marketing Campaigns
Bay Area Commuter Services, Inc.		✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	
California State University, Northridge					✓			✓	✓	✓	✓	✓	✓	✓	
Community Transit	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Douglas County Rideshare		✓			✓	✓	✓	✓	✓	✓	✓		✓	✓	
DRCOG	✓	✓			✓		✓		✓	✓			✓	✓	bus ads, radio, local newspaper, mailings
King County Metro Rideshare Operations	✓						✓	✓	✓		✓		✓	✓	
Metropolitan Washington Council of Governments		✓										✓	✓	✓	
Miami-Dade County MPO						✓	✓	✓		✓			✓	✓	
Mid-Valley Rideshare	✓	✓			✓	✓		✓	✓		✓	✓	✓	✓	
Midway Rideshare		✓					✓				✓				
NJ TRANSIT (New Jersey Transit Corp.)		✓	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓	TMA's promote and help administer our program
North Front Range MPO/VanGo Program		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Parsons Brinckerhoff/miniPOOL			✓		✓	✓	✓	✓	✓		✓	✓	✓	✓	
Pierce Transit	✓	✓	✓		✓		✓	✓	✓	✓	✓	✓		✓	
Regional Transp Auth		✓					✓	✓	✓	✓	✓	✓	✓	✓	
RideSolutions, part of Mid-Ohio Regional Planning Commission		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
SANDAG		✓				✓	✓	✓	✓		✓	✓	✓	✓	
Stakeholder-Anonymous 1		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Stakeholder-Anonymous 2		✓				✓	✓		✓	✓	✓	✓	✓		
TENNESSEE VANS		✓	✓		✓					✓	✓		✓	✓	
UCLA (Transportation Services)		✓				✓	✓				✓		✓	✓	New hire orientations, web site
Utah Transit Agency	✓	✓	✓				✓	✓			✓	✓	✓	✓	
UTC		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Valley Metro			✓		✓	✓	✓	✓			✓	✓	✓	✓	
Van Pool of NJ	✓	✓	✓		✓	✓	✓	✓			✓	✓	✓	✓	
	7	23	10	0	18	15	20	21	18	16	25	21	23	24	

Fares

The most common fare range for programs included in the peer review is \$75 to \$100 per month, with 78 percent of the respondents charging between \$50 and \$125 per month.

A large proportion of programs structure fares around mileage and aim to recover only 70 to 85 percent of total costs through fare box receipts. However, most programs did not consider this to be a subsidy and instead limited their definition of a subsidy to temporarily reduced fares and free rides for drivers.

A complete listing of the types of subsidies offered by the peer group is shown below.

Company	Fare Structure					Average fare					Subsidies provided				
	By mileage ranges	By specific mileage	Flat rate	Cost (less subsidy if applicable)	By amount of days used	Other	Less than \$50	\$50 - \$75	\$76 - \$100	\$101 - \$125	\$126 +	Permanent rider subsidy	Temporary empty seat subsidy	First month(s) free	No fare for drivers
Ada County Highway District Commuteride	✓														Incentives
Bay Area Commuter Services, Inc.	✓							✓				✓	✓		
California State University, Northridge				✓		Campus Subsidy		✓	✓						
Community Transit	✓							✓							
Douglas County Rideshare	✓							✓							✓
DRCOG			✓					✓					✓		Recruiting Incentive
King County Metro Rideshare Operations	✓							✓					✓		
Metropolitan Washington Council of Governments						✓					✓				Some local jurisdictions provide personal property tax relief and seat subsidies
Miami-Dade County MPO	✓							✓							\$400/van/month
Mid-Valley Rideshare				✓		% of lease cost subsidized			✓	✓					Percent of lease cost
Midway Rideshare	✓							✓							
NJ TRANSIT (New Jersey Transit Corp.)				✓		each group splits its cost		✓							partial sponsorship amount per month per van; TMA may provide startup, empty seat, etc.
North Front Range MPO/VanGo Program	✓										✓	✓	✓		
Parsons Brinckerhoff/miniPOOL	✓							✓				✓	✓	✓	
Pierce Transit	✓														✓
Regional Transp Authority				✓							✓	✓	✓		50 % w/ serv area
RideSolutions, part of Mid-Ohio Regional Planning Commission		✓									✓	✓	✓	✓	
SANDAG					✓		✓					✓			
Stakeholder-Anonymous 1			✓								✓				1/2 off first 3 months
Stakeholder-Anonymous 2	✓							✓				✓		✓	2 free weeks
TENNESSEE VANS	✓							✓				✓			
UCLA (Transportation Services)		✓							✓						
Utah Transit Agency		✓						✓							
UTC			✓					✓				✓		✓	New rider subsidies, new driver incentives
Valley Metro	✓							✓						✓	
Van Pool of NJ	✓								✓				✓		
Count	14	3	3	3	1	2	1	6	10	4	5	6	10	4	8

Engineering & Construction Executive Summaries October 2006

Segment 5 Construction, October 2006

To date, all **43.4 miles** of double tracking are in service under the Segment 5 Project (Work Area 1 = 3.8 miles, Work Area 2 = 5.8 miles, Work Area 3 = 5.1 miles, Work Area 4 = 4.5 miles, Work Area 5 = 5.4 miles, Work Areas 6 & 7 = 5.9 miles, Work Area 8 & 9 = 7.8 miles, Work Areas 10 & 11 = 4.0 miles, and Work Area 12 = 1.1 miles).

Substantial Completion has been issued for all 12 Work Areas, all 7 Sound Barrier Walls, all 11 bridges, and all 10 stations. At the West Palm Beach Operations Building the DEP Permit has been approved and the Health Department has accepted the installation of the sewage lift station for use. All punch list items are complete at both the West Palm Operations Building and the Maintenance Facility and SFRTA Operation's staff has taken occupancy. Both of these facilities meet the requirements for final acceptance.

In October TCRC completed over 50 punch list items. Punch list items remaining open total sixteen, twelve are related to stations and the remaining four are for trackwork.

New River Bridge Construction, October 2006

The steel girders were delivered and set in place on October 25, 2006. Bolting up of the steel segments is underway.

Substructure completed to date are: all forty drilled shafts with CSL test results; thirty-eight columns; two end bents and forty pier caps. This constitutes completion of all substructure work.

Superstructure completed to date are: concrete beams for Spans #1 thru #14 and #16 thru #40 have been installed, diaphragms for Spans #1 to #14 and #16 thru #38 have been completed, and concrete decks have been placed on Spans #1 through #14 and #16 through #38.

For the Turnover process, bearing pads, keeper blocks and diaphragms are considered part of the superstructure.

At the south end of the Project the contractor completed the installation of the precast wall "A" panels, drainage under the T-Walls and is placing the finishing touches on the sub-ballast.

At the northern end of the Project, the contractor completed the concrete leveling pads, precast curb panels and barrier walls. All wall "A" panels on the approach ramp have been set in place. Several panels remain to be set upon completion of the steel span 15. Twenty-five percent of the drainage remains to be installed. Grading and compacting of the sub-ballast continues north to the Davie Blvd. overpass.

To date, all 5,779 lf of Wall A panels have been fabricated and delivered to the site.

The Schedule Update 29NR (data date of September 30, 2006) with a January 26, 2007 forecasted Substantial Completion date was accepted with comments by SFRTA/PMC. Schedule Update 30NR is currently under review.

In October 2006, SFRTA/FDOT negotiated a lump sum amount of \$5.7M pertaining to the October Flagging delay (CO#42); the Bascule Bridge delay (CO #43) for 111 days and NRB Trackwork/New Trackwork (CO#44) for \$2.2M.

Cost Control – WGI's Payment Applications No. 33 & 34 were recommended for payment approval to SFRTA/Tri-Rail by the PMC on October 4, 2006. These applications were based on earned values and comprised costs for Work progressed on the Project during September 2006. As of September 31, 2006, WGI has expended \$52,472,189.83 (82.00%) of the contract price (\$63,920,217.14) including October Flagging delay and the NRB Trackwork/New Trackwork. The current contract substantial completion date is November 6, 2006, which yields 1,218 days of the Contract duration (including Bascule Bridge delay and the October Flagging delay extension executed in October 2006).

Segment 5 Project Status Executive Summary for October 2006

CONSTRUCTION

All Segment 5 Double Track areas are now in service – Total Number: 12 Work Areas (7 in Palm Beach County, 4 in Broward County and 1 in Miami-Dade County). To date, Substantial Completion has been issued for the track/civil/ROW for Work Areas 1 – 12. Substantial Completion was also issued for Sound Barrier Walls 1 – 7; Mangonia Park, West Palm Beach, Lake Worth, Boynton Beach, Delray Beach, new Boca Raton, Ft. Lauderdale, Sheridan Street, Hollywood and Metrorail Stations; and the following bridges: WPB Stub Culvert, WPB C-51, Boynton Beach C-16, E-4N, Lateral L-30, Lake Ida Outlet, C-15, E-4S, NFNR C-12, C-10 Spur and C-10.

- **Work Area 1 (3.8 Miles)** double tracking complete and in service.
- **Work Area 2 (5.8 Miles)** double tracking complete and in service.
- **Work Area 3 (5.1 Miles)** double tracking complete and in service.
- **Work Area 4 (4.5 Miles)** double tracking complete and in service.
- **Work Area 5 (5.4 Miles)** double tracking complete and in service.
- **Work Areas 6 & 7 (5.9 Miles)** double tracking complete and in service.
- **Work Areas 8 & 9 (7.8 Miles)** double tracking complete and in service.
- **Work Areas 10 & 11 (4.0 Miles)** double tracking complete and in service.
- **Work Area 12 (1.1 Miles)** double tracking complete and in service.

Bridges - Total number: 24 bridges at 12 water crossings (11 new, 13 replacement and/or rehabilitation).

- All 11 New bridges are complete including punchlist items.
- Demo & Replace bridges: four are complete - WPB Stub culvert (ML1), Lake Ida Outlet (ML1), C-10 (ML2), and E-4N (ML2); one is deleted from project scope - Dania Cut-Off C-11 (ML2).
- All 8 Rehabilitated bridges are complete: WPB C-51 (ML2), Boynton Bch C-16 (ML1), Lateral L-30 (ML2), C-15 (ML2), E-4S (ML1), NFNR C-12 (ML1), C-10 Spur (ML2) and Dania Cut-Off C-11 (ML1).

Earthwork

- Earthwork is complete in Work Areas 1 – 12 and all punchlist items completed.

Grade Crossings - 70 total grade crossings (39 required trackwork & full closure work, 31 required full closure work only).

Work has been performed at 69 crossings (All 39 trackwork and full closure crossings are complete; 30 of 31 upgrade crossings have the civil work and signal work complete including punchlist items. NW 36th Street crossing still needs exit gate arms installed but will not be installed under Segment 5 Contract due to modifications needed due to a signal bridge installed last year after Hurricane Wilma.

I-95 Sound Barrier Walls (1-7)

- Walls 1, 2, 3, 4, 5, 6, and 7 in Palm Beach County have been completed and turned over to FDOT for maintenance.

Signals

Work Areas 1 – 12 signal tape load testing and commissioning is complete. Signal work at 30 of the 31 upgrade crossings for the installation of exit and pedestrian gates has been completed.

Stations, Layover Facility, and Operations Center

- Construction complete (except punchlist): Lake Worth, Boynton Beach, Delray Beach, new Boca Raton, Fort Lauderdale, Sheridan Street, Hollywood, Mangonia Park, West Palm Beach and Metrorail Stations.
- *All outstanding issues completed at the West Palm Beach Operations and Layover Facilities:*
 - *West Palm Beach Operations Building: The Florida Department of Health has accepted all DEP documentation and released the West Palm Beach Operations Lift Station for use. SFRTA Operations staff is moving into the new building.*
 - *The West Palm Layover and Maintenance Facility: Lightning protection was installed for the maintenance building. The system has been tested and accepted. This completes the requirements for Safety Certification. SFRTA Operations has moved into the facility.*

In addition to these issues all punch list items have been completed and both facilities are ready for final acceptance.

Trackwork

- Trackwork is completed in Work Areas 1 – 12, except for a few punchlist items.

Passenger Information System (PIS)

All 18 stations within the SFRC have the PIS fully operational. All punchlist items have been verified as of March 30, 2006. Simultaneous/independent messaging installation was completed in May 2006

New River Bridge Project Executive Summary for October 2006

CONSTRUCTION PROGRESS: Main span steel erected

All forty drilled shafts with corresponding CSL tests, pier caps, and thirty-eight columns and two end bents have been completed.

This month, steel sections for the main span were delivered to the jobsite, painted and erected.

To date, all beams (6 per span) have been installed from Spans 1 to 14 and 16 to 39. To date, all diaphragms have been fully completed from Spans 1 to 14 and 16 to 39. This month, the contractor completed placing deck concrete for Spans 34 thru 38. To date, 37 decks have been completed (Spans 1-14 and 16-38). Waterproofing was applied to spans south of the New River (Spans 1-14).

Wall A panel installation for spans north of the river began this month, with Spans 17 thru 34 and partially at Span 35. To date, all Wall "A" panels have been installed for Spans 1-13 and for Spans 17-34.

At the northern end of the Project, 84 precast curb panels on the east side of the T-Wall and 80 precast barrier walls on the west side of the T-Wall have been set in place. Installation of Wall "A" began this month. To date 63 Wall "A" panels have been installed. Gravity slabs were completed this month on the western side of the northern T-Wall.

PERMITS: All SFRTA/Tri-Rail permits acquired

All environmental permits have been obtained (this includes the United States Coast Guard (USCG) Bridge Permit).

CONTRACT ADMINISTRATION: 45 Change Orders executed to date

Change Notices and Change Orders - To date SFRTA/Tri-Rail has originated and issued 47 Change Notices and executed 45 Change Orders.

Claims - To date, WGI has issued no claims and 14 Requests for Change (RFC). SFRTA/Tri-Rail has agreed to RFCs No. 1, 2, 7 & 9; negotiated a settlement on RFC 10 denied RFCs No. 3, 4, 5, 11, and is reviewing RFCs 6, 12, 13 and 14. WGI has cancelled RFC No. 8.

PROJECT CONTROLS: Schedule Update 29NR

Schedule Control - Schedule Update 29NR (data date of September 30, 2006) with a January 26, 2007 forecasted Substantial Completion date was accepted with comments by SFRTA/PMC. Schedule Update 30NR is currently under review.

In October 2006, SFRTA/FDOT negotiated a lump sum amount of \$5.7M pertaining to the October Flagging delay (CO No.42); 111 days pertaining to the Bascule Bridge delay (CO No.43) and; \$2.2M pertaining to the NRB Trackwork/New Trackwork (CO No.44).

WGI Cost Control - WGI's Payment Applications No. 33 & 34 were recommended for payment approval to SFRTA/Tri-Rail by the PMC on October 4, 2006. These applications were based on earned values and comprised costs for Work progressed on the Project during September 2006. As of September 31, 2006, WGI has expended \$52,472,189.83 (82.00%) of the contract price (\$63,920,217.14) including October Flagging delay and the NRB Trackwork/New Trackwork. The current contract substantial completion date is November 6, 2006, which yields 1,218 days of the Contract duration (including Bascule Bridge delay and the October Flagging delay extension executed in October 2006).

The PMC has expended \$ 4,935,345.02 (82.36%) of the PMC budget (\$5,992,075.06) and 1399 days (86.78%) of the 1612 days Contract duration through September 30, 2006.

TECHNICAL SERVICES:

Technical Services reviewed WGI's Daily Construction Reports and monthly deliverables received this reporting period.

AGENDA REPORT
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING
December 8, 2006

OCTOBER RIDERSHIP

Total monthly ridership for October has increased 91.2 % when compared to October of last year. The primary reason for the increase was 10 days of lost ridership due to Hurricane Wilma in 2005. Weekday ridership has risen at the rate of 93.2% for October. The average weekday ridership in October 2006 was 11,766 per day versus 6,091 per day for 2005. Total weekend ridership has increased by 28.4% when compared to last year. Total Fiscal Year ridership is up by 41.2%.

Revenue is shown in Chart 3. Chart 2 shows rider ship month-to-month and Chart 1 combines revenue and rider ship month-to-month.

<u>Riders</u>	Actual October 2006	Actual October 2005	October '06 vs. '05 %	FY 07 Rider ship To Date	FY 06 Rider ship To Date	FYTD '07 vs. '06 %
M-F	270,618	140,082	93.2%	950,116	676,131	40.5%
Saturday	18,677	11,697	59.7%	79,870	56,962	40.2%
Sunday	19,718	9,836	100.5%	67,549	43,850	54.0%
Holidays	0	0	0.0%	6,438	5,115	25.9%
	309,013	161,615	91.2%	1,103,973	782,058	41.2%

Note: Rider ship figures are based on daily reports from Herzog.

Chart 1 - SFRTA Riders and Revenue Trends

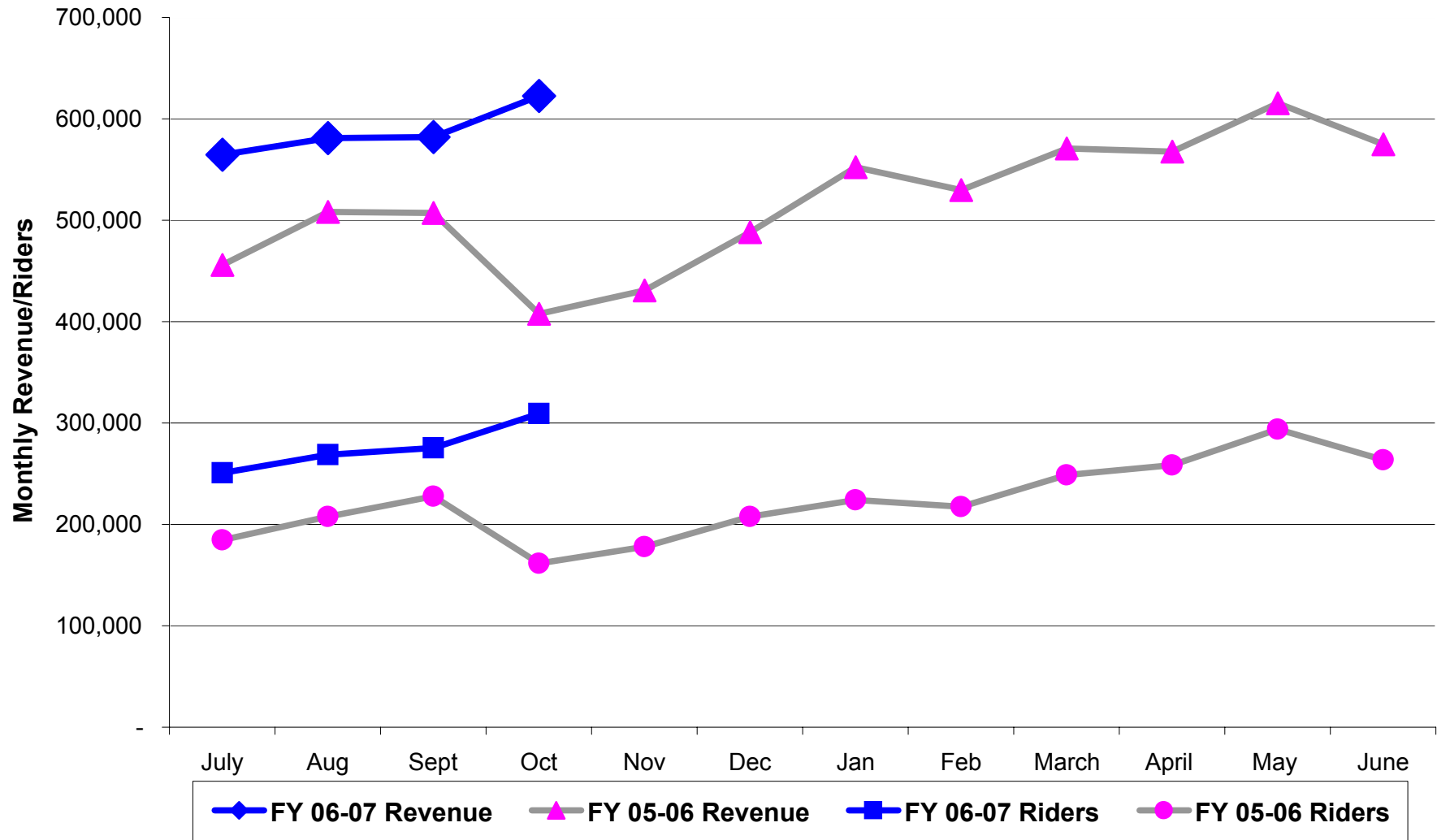


Chart 2 - SFRTA Riders

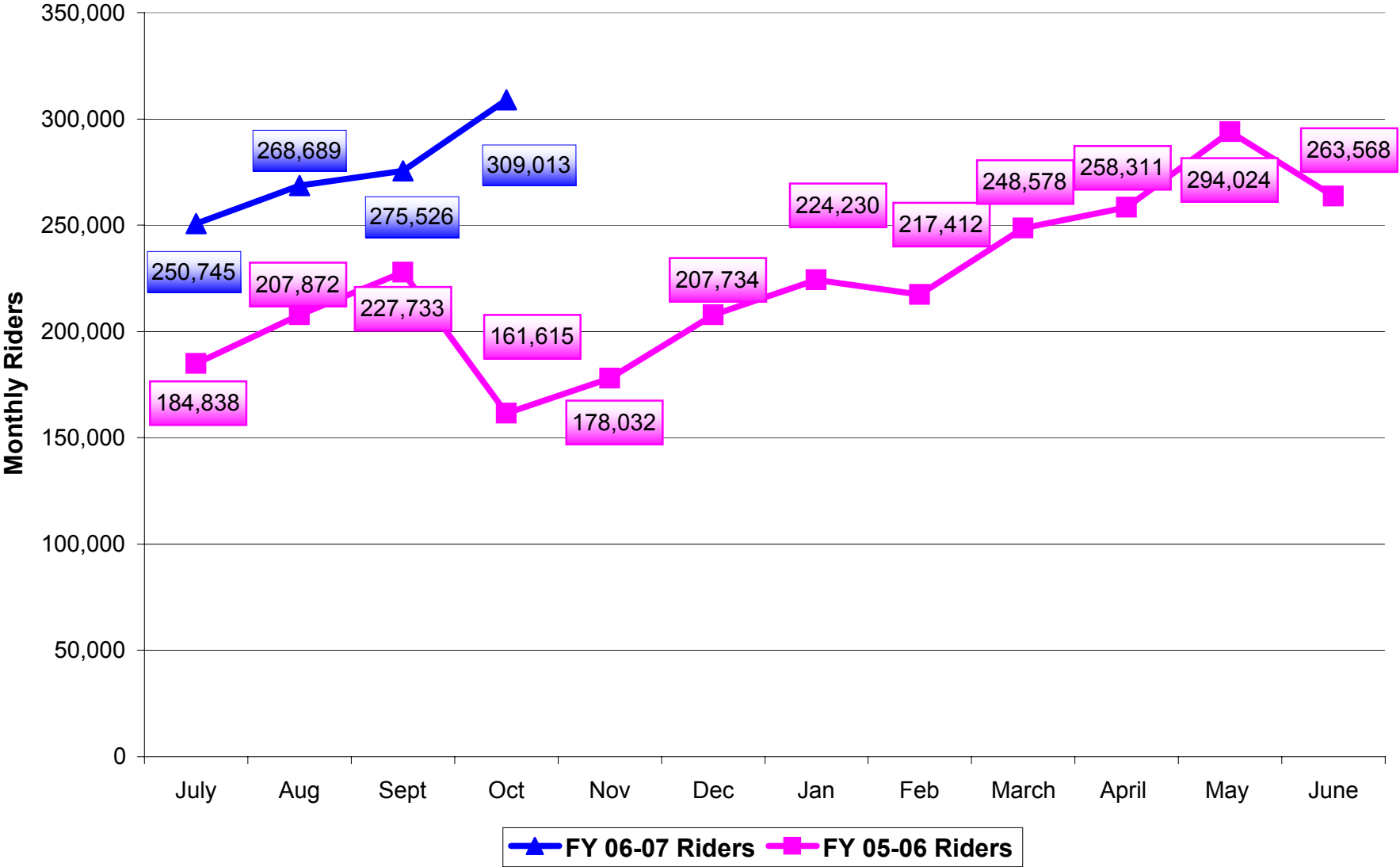
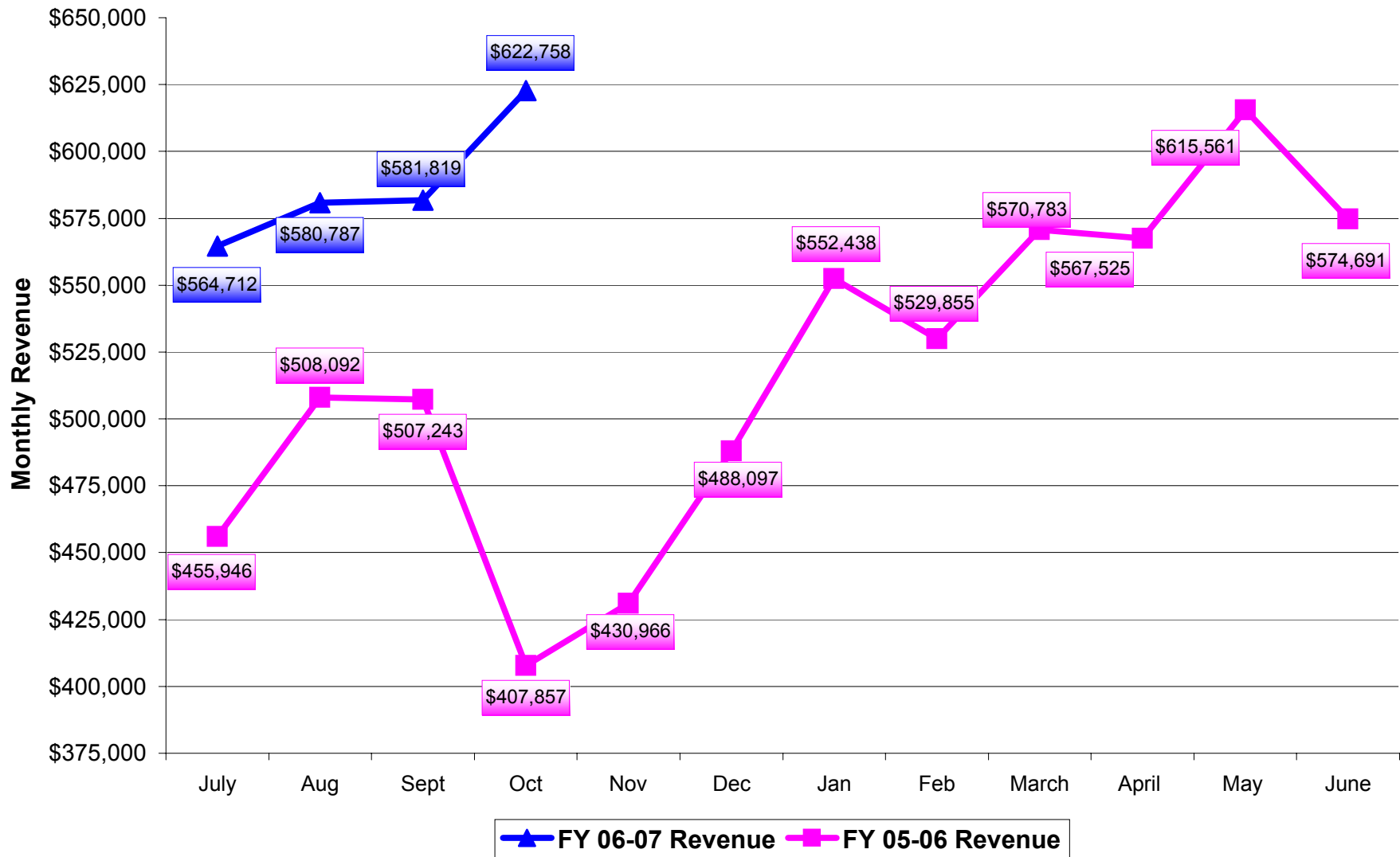


Chart 3 - SFRTA Revenue





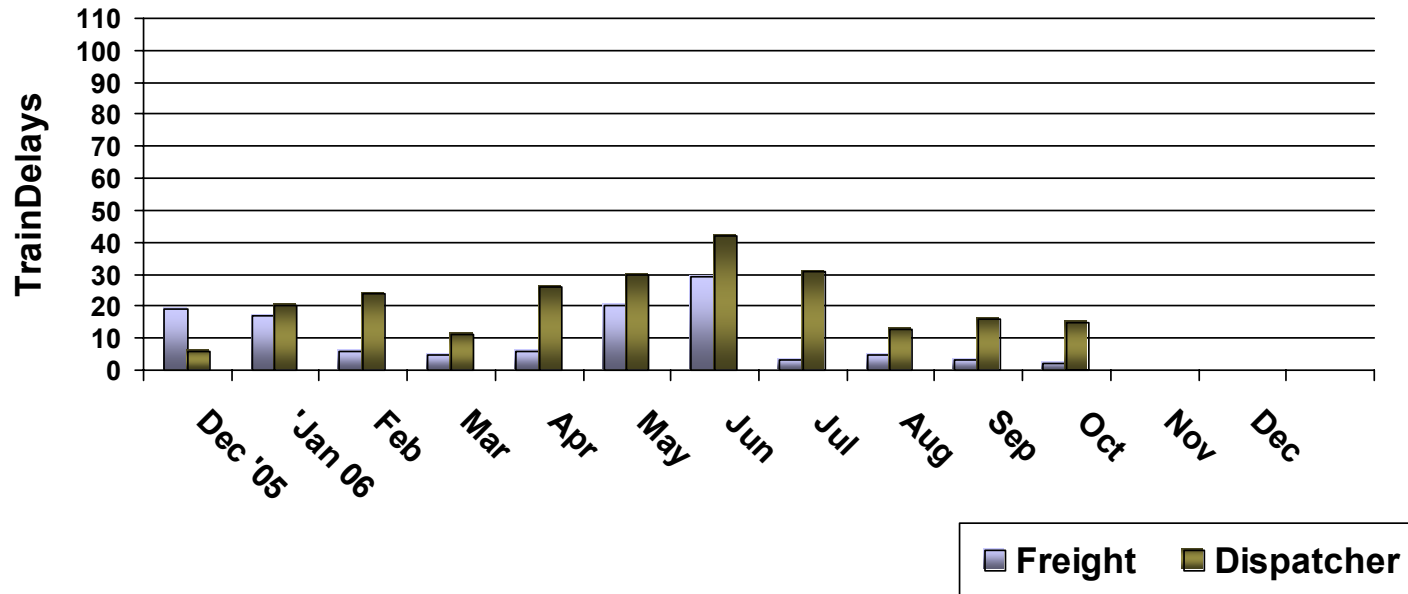
OCTOBER 2006 ON TIME PERFORMANCE

Causal Analysis Summary

OTP End To End			84.6%
OTP Station To Station			75.6%
	NUMBER OF INCIDENTS	NUMBER OF LATE TRAINS	PERCENT OF TOTAL TRAINS
DELAY CAUSES			
PD/FD Activity	1	1	0.1%
<u>SUB-TOTAL</u>	1	1	0.1%
<u>CSX AGREEMENT</u>			
CSX FRIEIGHT	2	2	0.2%
LOCAL SWITCHER	6	10	1.0%
JAX DISPATCHER	10	15	1.5%
MOW	8	22	2.2%
<u>SUB-TOTAL</u>	26	49	4.8%
<u>OUTSIDE CSX</u>			
COMMUNICATIONS	0	0	0.0%
SIGNALS-COMP.	11	25	2.5%
CSX OPERATIONS	0	0	0.0%
<u>SUB-TOTAL</u>	11	25	2.5%
HTSI MECHANICAL	3	5	0.5%
HTSI TRANSPORTATION	1	1	0.1%
AMTRAK	2	2	0.2%
FEC DELAY	14	20	2.0%
NEW RIVER BRIDGE	2	12	1.2%
WEATHER	0	0	0.0%
ROW FOUL	3	7	0.7%
SFRTA TRANSPORTATION	10	11	1.1%
STATION CONSTRUCTION	0	0	0.0%
OTHER	7	9	0.9%
3rd PARTY	7	14	1.4%
<u>SUB-TOTAL</u>	49	81	8.0%
			0.0%
TRAINS DELAYED		156	15.4%
TRAINS ON TIME		858	90.3%
TOTAL		1014	100.0%

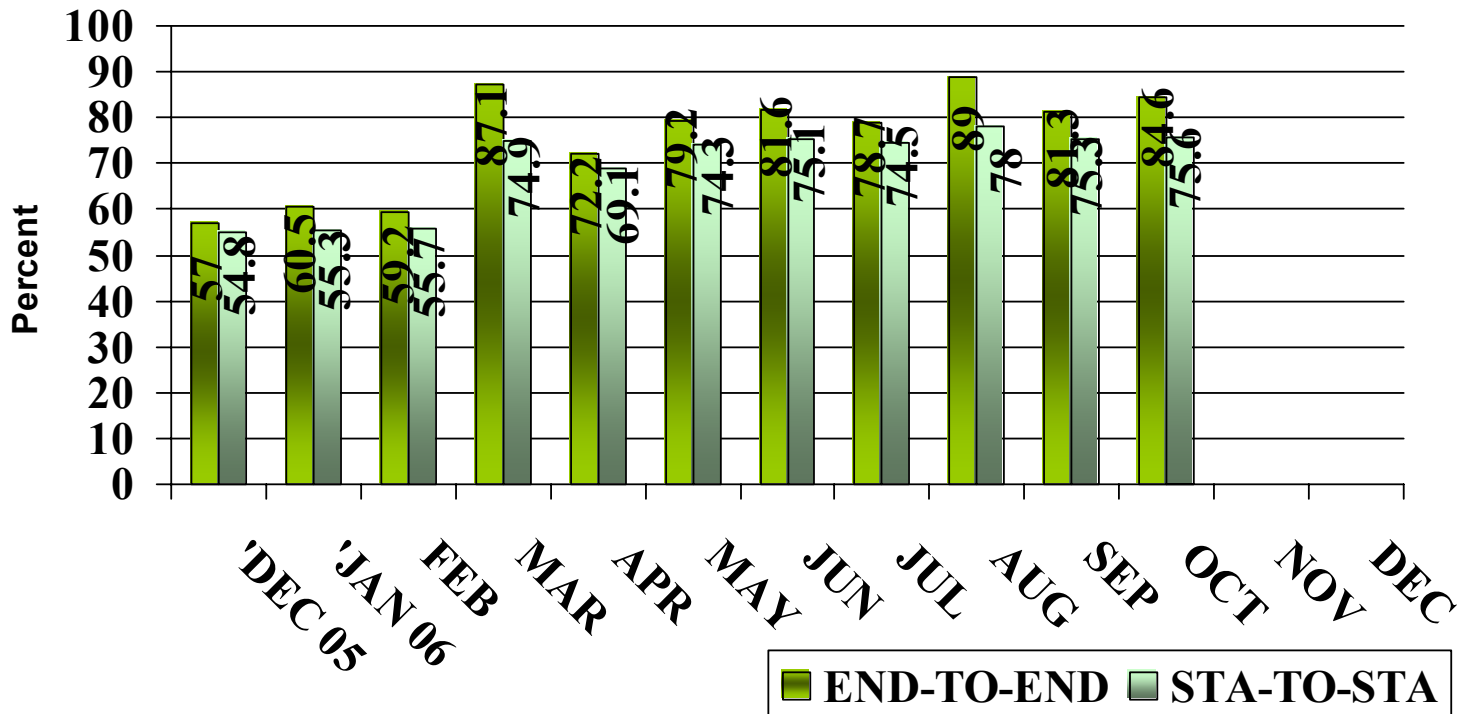


CSXT JAX Dispatcher & Freight Delays 2006

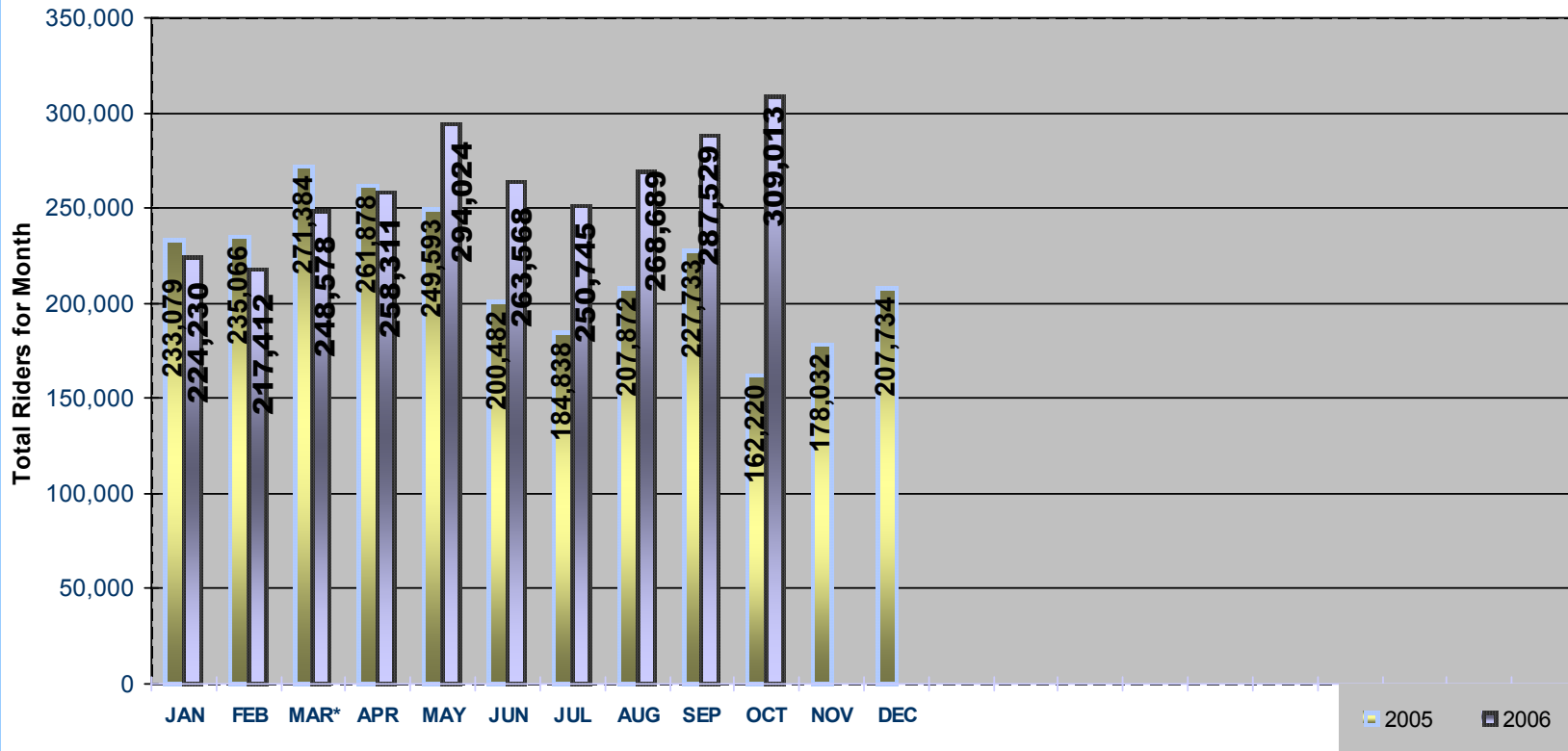




On-Time Performance Calendar Year 2006



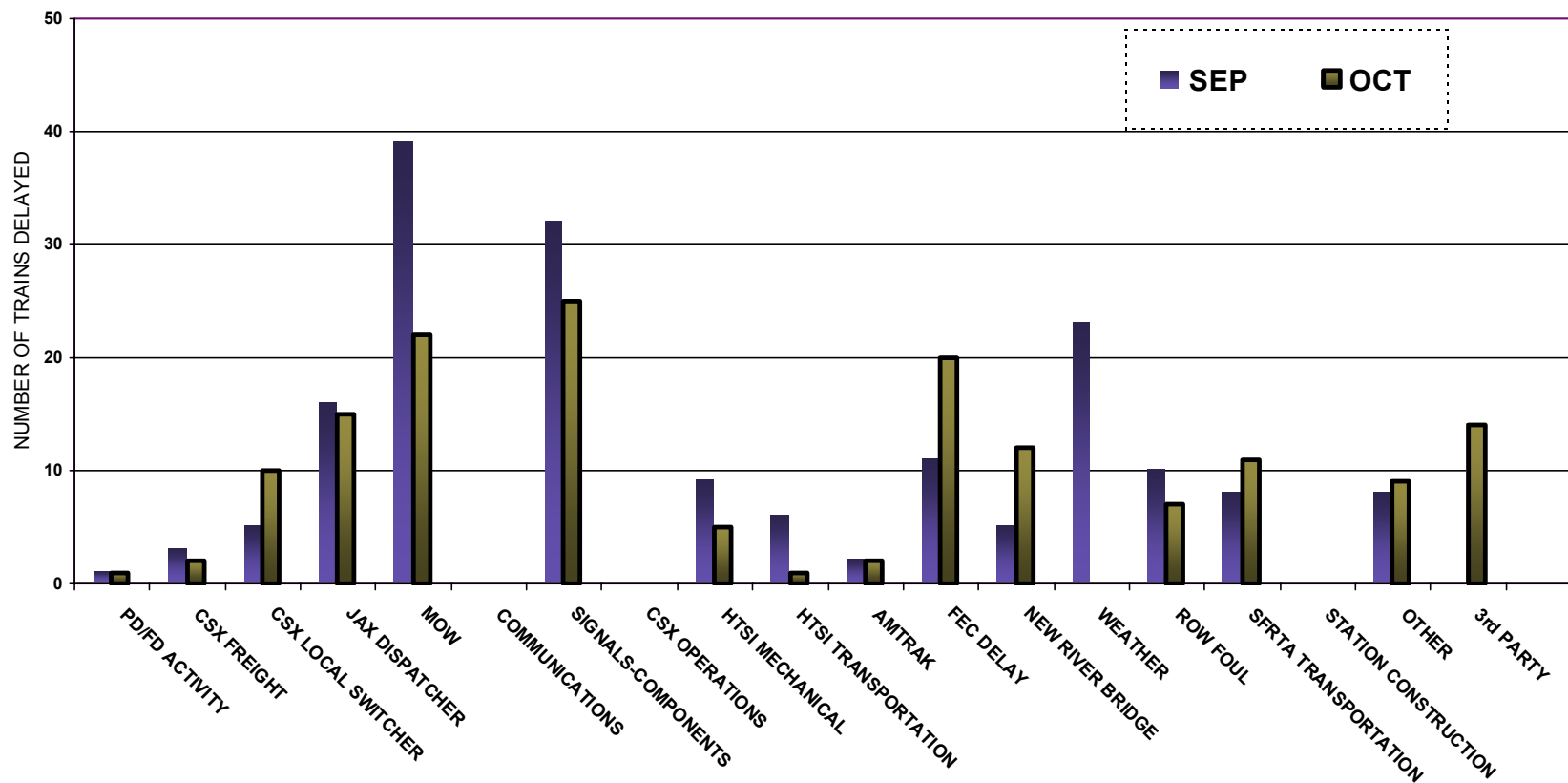
SFRTA-Tri-Rail Monthly Ridership 2006



*March 27th 2006 added 10 weekday and 2 weekend trains.



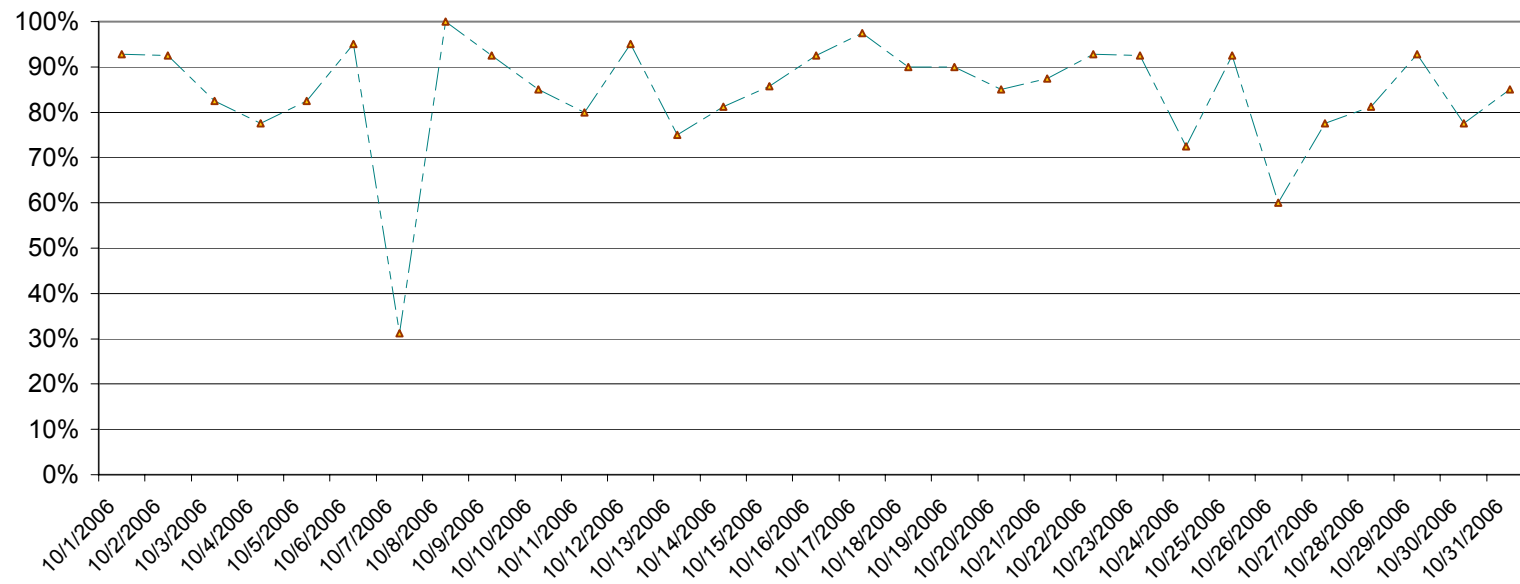
TRAIN DELAYS 2006



TRI- RAIL
ON TIME PERFORMANCE
END TO END ~ 2000



ON TIME PERFORMANCE
END TO END - OCTOBER 2006



AGENDA ITEM D

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY MARKETING DEPARTMENT MONTHLY SUMMARY FOR OCTOBER 2006 GOVERNING BOARD MEETING DECEMBER 8, 2006

EMPLOYER DISCOUNT PROGRAM

- The Employer Discount Program (EDP) added 30 new employers and 213 new employees during the month of October.
- The total number of EDP tickets recorded as sold in October was 2386 and the total revenue generated was \$107,209

The following companies joined the Employer Discount Program (EDP) in October:

Employer	City	Enroll Date
Alpha Staff	Fort Lauderdale	10-02-06
Spirit Airlines	Fort Lauderdale	10-03-06
Lynn University, Inc.	Boca Raton	10-04-06
Gannett Offset Florida	Miramar	10-04-06
Alaska Diesel Electric	Pompano Beach	10-04-06
Architectural Woodworks and Cabinetry, Inc.	Riviera Beach	10-04-06
Xpert Awning Company	Pompano Beach	10-05-06
Randstad	Miami	10-05-06
TMS Health	Boca Raton	10-09-06
American Salvage	Miami	10-10-06
Sunrise at Home	Deerfield Beach	10-10-06
American Welding Society	Miami	10-10-06
Southern Valve & Fitting USA, Inc.	Miami	10-10-06
Delaware North Companies Travel Hospitality Services	Fort Lauderdale	10-10-06
Macala, L.L.C.	Miami	10-12-06
Innovative Flooring Corporation	Miami Springs	10-12-06
NASFM	Hollywood	10-12-06
Steven M. Dunn, P.A.	Miami	10-17-06
Delicious Delivery	Fort Lauderdale	10-17-06
Lynden International	Fort Lauderdale	10-18-06
Viatical Services, Inc.	Pompano Beach	10-19-06
Superior Die Cutting, Inc.	Pompano Beach	10-20-06
Topco Associates, L.L.C.	Miami	10-20-06
Florida Manufacturing	Hollywood	10-27-06
NU Info Systems, Inc.	Wellington	10-27-06
John Galt Insurance	Fort Lauderdale	10-27-06
Fanizzi Associates	Fort Lauderdale	10-27-06

HES Hotels – DBA Holiday Park Hotel	Deerfield Beach	10-27-06
Gold Coast Yacht Sales	North Palm Beach	10-27-06
One Parking Florida	West Palm Beach	10-27-06

EDP SALES MISSIONS

October:

American Airlines	Miami
Nations Safe Drivers	Boca Raton
Mercy Hospital	Miami
AAA Financial	Coral Springs
Ballet Florida	West Palm Beach
Bank of America	Ft. Lauderdale
Bal Harbour Park	Bal Harbour
Bank United	Coral Gables
Betty Blanco	Miami
Blue Frog Solutions	Pompano Beach
BMUR Sports Enterprises	Hollywood
Brightstar Corporation	Miami
British Airways	Miami
Cargo Masters	Oakland Park
CDGI	Pompano Beach
City of Miami	Miami
CJ Transportation	Jupiter
Cosac	Hollywood
Crystal Nursery	Pompano Beach
Daily Business Review	Miami
David Morgan Fine Arts	Delray Beach
Delray Beach Post Office	Delray Beach
Designs by Dimitri	Dania Beach
Diabetic Specialists Only	Miami
DRP Enterprises	Boca Raton
Ectransport & Distributors	Miami
FBCCRF	Aventura
Florida Department of Corrections	Mangonia Park
H & D Graphics	Hialeah
Hair is In	Sunrise
Helen B. Bentley Family Health Center	Miami
Hilton	Deerfield Beach
HMS Hoist	Miami
Hospitality Services	Ft. Lauderdale
IFB Miami	Miami
IMDS	Pompano Beach
Jack Kravitz, M.D.	Margate
John Knox Home Health	Pompano Beach
Kennesaw Fresh Juices	Pompano Beach

LA Fitness
Lantana Middle School
Legal Search Solutions
Lending Bankers
Lighthouse Point Fire Rescue
Lloyds Painting
MacDonald Imperial Cleaners
Manpower
Marcel Felipe
Miami Performing Arts Center
Delicious Delivery
Boca Developers
Medics Ambulance Service
Parrott Jungle
Palm Beach Sheriff's Office
ONJ Associates
Palmetto Motorsports
Marshalls
Lockheed Martin
Memorial Regional Hospital
Nail Famous
Nas Odor Control
Nemo Florida Bakery
Nikita Tile
Nolte Kitchens
North Palm Beach Country Club
North Star Lending
Northshore Medical Center
Omega Walls Interiors
One Parking
ONJ Associates
Opera Place
Palmetto Motorsports
Parbel of Florida
Parrot Jungle Island
Parthenon Salon
PBSO
Phase III Development Corp.
Pisani's O & P
Pollo Tropical
Pollo Tropical
Pollo Tropical
Pollo Tropical
Pollo Tropical
Pollo Tropical #11

Miami
Lantana
Boca Raton
Coconut Creek
Lighthouse Point
West Palm Beach
Miami
Palm Beach Gardens
Miami
Miami
Boynton Beach
Boca Raton
Deerfield Beach
Miami
West Palm Beach
Los Angeles, CA
Hialeah
Miami
Riviera Beach
Hollywood
Pompano Beach
Coral Springs
Miami
Boca Raton
Dania Beach
North Palm Beach
Deerfield Beach
Miami
Miami
West Palm Beach
Delray Beach
West Palm Beach
Hialeah
Miami
Miami
Boca Raton
West Palm Beach
Miami Beach
Lake Worth
West Palm Beach
Miami
Lake Park
Miami
Miami
Miami
Hialeah

Premier Construction
PSI Printing
PTE Strand Company
Publix #553
RAS Construction
Ristorante de Bertuccio
Safeguard Lock & Safe
Safe Food Systems
Shoes for Crews, L.L.C.
Sign-A-Rama
South County Mental Health
Spirit Airlines
Spirit Uniforms
State Court System
Super Store
Superior Aircraft
TC Media
Tek Group International, Inc.
Temple Torah
The Quest Center
USPS
USPS
Walmart
Waste Management
West, Inc.
William Andrews Designs
William R. Nash
X-Pest Consulting
Ziegler Realty

Coconut Creek
Fort Lauderdale
Hialeah
Boca Raton
Miami
Miami
Fort Lauderdale
Fort Lauderdale
West Palm Beach
West Palm Beach
Delray Beach
Miramar
Pompano Beach
Fort Lauderdale
Opa-locka
Fort Lauderdale
Miami
Fort Lauderdale
Boynton Beach
Hollywood
West Palm Beach
Lake Park
Bentonville, AR
Boynton Beach
Davie
Opa-locka
Miami
Wellington
Deerfield Beach

DMU:

On October 23, the Diesel Multiple Unit was demonstrated in Miami-Dade County with an approximate run of 4-miles along the Dolphin Expressway. More than 100 elected officials, members of the media, and county leaders attended the event, which marketing and the SFRTA operations department coordinated with the Office of the Chair of the Miami-Dade County Commission.

COMMUNITIES IN MOTION:

SFRTA/Tri-Rail participated in this APTA-based event providing complimentary travel vouchers on the website for riders who wished to try the train. Marketing staff also participated in cross-promotional activities associated with the promotion by co-staffing an event table with Palm Tran at the Boca Raton Station. Ridership increased by 11% over the daily average for the month.

FPTA CONFERENCE

Marketing finalized details for this year's Florida Public Transportation Annual Conference and Exhibition, which the SFRTA co-hosted with Palm Tran.

FDOT

Marketing Staff members and FDOT representatives coordinated the scheduled installation of parking lot usage monitoring devices at the Pompano Beach Tri-Rail Station

AMERICAN AIRLINES

Marketing staff members provided Employer Discount Program (EDP) presentations and outreach efforts at American Airlines in Miami. Over 1000 employees were educated and informed of the benefits the Program provides.

MERCY HOSPITAL

Marketing staff assisted Mercy Hospital with employee outreach efforts during transportation events coinciding with the establishment of a shuttle bus from Metrorail's Vizcaya stop.

COMMUNITY OUTREACH EVENTS

CHAMBERS OF COMMERCE:

Participated: Pompano Beach Chamber of Commerce's monthly meeting

Participated: Met with Lake Worth Chamber of Commerce regarding Hispanic Fest

STUDENT OUTREACH:

Marketing staff members participated in outreach events at

SFEC/TMA: Marketing staff members attended the SFEC/TMA Board meeting.

DOWNTOWN FT. LAUDERDALE TMA

Marketing staff members participated in the September Advisory meeting and Marketing Committee meetings.

COMMUTER CHOICE AWARDS:

Marketing staff members participated in South Florida Commuter Services Awards/Recognition event honoring Boca Raton employees.

MEET AND GREET

Marketing staff members coordinated and set up September event at the Miami Airport Station.

EMPLOYMENT GUIDE JOB FAIR

Marketing staff members coordinated this event and staffed a booth during this job fair in Davie. Over 500 job seekers were provided with information on expanding their job search by traveling via train and connecting systems.



EXECUTIVE SUMMARY BUDGETED INCOME STATEMENT

October 2006

Budgeted Income Statement

Revenue:

For October 2006 year-to-date (YTD) actual revenue is up \$243,703 or 11% when compared to the FY 2006/07 YTD budgeted revenue. Total revenue is also up \$591,502 or 31% when compared to the FY 2005/06 YTD actual revenue. This can be attributed to an increase in service as well as ridership. SFRTA is still within budget as actual expenses for the year is \$1,599,329 below budget. (see Expenses below).

Expenses:

Currently, expenses are \$1,599,329 or 10% below budget. All expenses are well within budget. As of July 1, 2006, the price of fuel was budgeted at \$2.10 per gallon. Currently as of November 1, 2006, the average price of fuel per gallon is \$1.87. Staff will continue to monitor the price of fuel.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BUDGETED INCOME STATEMENT
10/01/06 TO 10/31/06

REVENUE	OCTOBER 2006 ACTUAL REVENUES	YTD ACTUAL REVENUES	YTD BUDGETED REVENUES	OVER (UNDER) BUDGET	2006-07 ANNUAL BUDGET	BUDGET AVAILABLE
Train Revenue	\$622,758	\$2,350,075	\$2,138,997	\$211,078	\$6,699,974	\$4,349,899
Interest Income / Other Income	45,451	132,625	100,000	32,625	300,000	167,375
Advertising Revenue/Other Revenue	-	-	-	-	-	-
TOTAL TRAIN REVENUE	\$668,209	\$2,482,700	\$2,238,997	\$243,703	\$6,999,974	\$4,517,274
OPERATING ASSISTANCE						
FDOT Operating JPA	1,253,471	5,575,119	6,058,079	(482,960)	\$12,477,000	6,901,881
FDOT Feeder Service JPA	-	317,235	887,591	(570,357)	2,662,774	2,345,539
FDOT-DMU Assistance	-	-	-	-	1,100,000	1,100,000
FDOT-Marketing Grant	-	-	-	-	-	-
FHWA	727,342	3,092,843	3,461,574	(368,731)	4,000,000	907,157
FTA Assistance	-	2,217,165	2,601,042	(383,877)	7,976,418	5,759,253
Counties Contribution	462,111	462,111	462,111	-	12,477,000	12,014,889
Broward Co. Feeder Service	114,228	175,521	185,353	(9,833)	606,294	430,773
Other Local Funding	-	-	27,274	(27,274)	100,000	100,000
TOTAL ASSISTANCE	\$2,557,152	\$11,839,993	\$13,683,025	(\$1,843,032)	\$41,399,486	\$29,559,493
TOTAL REVENUE	\$3,225,361	\$14,322,693	\$15,922,022	(\$1,599,329)	\$48,399,460	\$34,076,767
EXPENSES						
Train Operations	1,930,072	8,669,277	9,028,181	358,904	27,628,061	18,958,784
Personnel Services	595,335	2,415,071	2,724,386	309,315	8,522,750	6,107,679
Train Fuel Contract	353,144	1,580,928	1,655,589	74,661	4,603,828	3,022,900
Feeder Service	168,635	888,845	1,171,625	282,780	3,694,876	2,806,031
General & Administrative Expenses	143,195	521,652	744,732	223,080	2,157,425	1,635,773
Marketing Expenses	42,528	193,388	342,673	149,285	1,028,020	834,632
Professional Fees	31,853	190,931	368,167	177,236	1,104,500	913,569
Reserve	-	-	166,667	166,667	500,000	500,000
Expenses Transferred to Capital	(39,400)	(137,400)	(280,000)	(142,600)	(840,000)	(702,600)
TOTAL EXPENSES	\$3,225,361	\$14,322,693	\$15,922,022	\$1,599,329	\$48,399,460	\$34,076,767



FINANCE & INFORMATION TECHNOLOGY EXECUTIVE SUMMARY

INVOICES OVER \$2,500

During October 2006, the SFRTA's Accounts Payable division processed 210 invoices totaling \$31,664,707.99 and disbursed 219 checks, excluding payroll, totaling \$40,282,738.24.

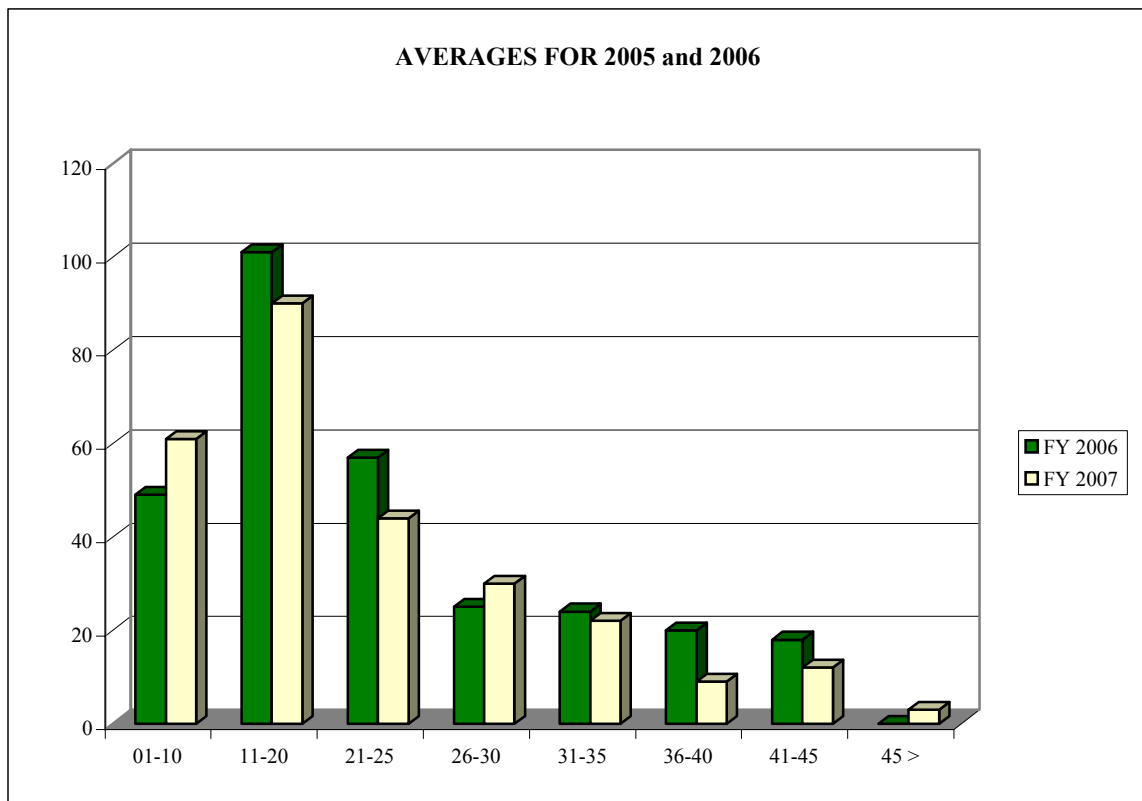
Invoices over \$2,500 represent 31.0% (67 checks) of all invoices processed in the month of October, and represent 99.8% of the value (\$40,185,555.37) of all checks processed in October 2006.

Accounts Payable processed 68.7% (46 checks) of the checks over \$2,500 within the 21-25 days, with 82.1% (55 checks) of the checks over \$2,500 processed within 30 days.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PAYMENT CYCLE REPORT - OCTOBER 2006
FOR INVOICES \$2,500 AND OVER

AGENDA ITEM NO. F

MONTHLY AVERAGE JULY 2006 TO JUNE 2007		MONTHLY AVERAGE JULY 2005 TO JUNE 2006	
INVOICE CYCLE	% OF TOTAL	INVOICE CYCLE	% OF TOTAL
0 -10 Days	22.5%	0 -10 Days	16.7%
11-20 Days	33.2%	11-20 Days	34.4%
21-25 Days	16.2%	21-25 Days	19.4%
26-30 Days	11.1%	26-30 Days	8.5%
31-35 Days	8.1%	31-35 Days	8.2%
36-40 Days	3.3%	36-40 Days	6.8%
41-45 Days	4.4%	41-45 Days	6.1%
Over 45 Days	1.1%	Over 45 Days	0.0%



**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING: DECEMBER 08, 2006
INFORMATION ITEM:
SUMMARY OF PAYMENTS OVER \$2,500
OCTOBER 1, 2006 TO OCTOBER 31, 2006**

INVOICE CYCLE	NO. INVOICES	PERCENT OF TOTAL	ACCUM %
0-10 days	15	22.4%	22.4%
11-20 days	20	29.9%	52.2%
21-25 days	11	16.4%	68.7%
26-30 days	9	13.4%	82.1%
31-35 days	5	7.5%	89.6%
36-40 days	1	1.5%	91.0%
41-45 days	6	9.0%	100.0%
Over 45 days	0	0.0%	100.0%
TOTAL INVOICES	67	100.0%	

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING: DECEMBER 8, 2006
INFORMATION ITEM: PAYMENTS OVER \$2,500
OCTOBER 1 TO OCTOBER 31, 2006

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
OPERATING EXPENSES							
9/5/2006	9/5/2006	10/4/2006	10/4/2006	29	FLORIDA DIVISION OF RETIREMENT	SFRTA Retirement -09/06	61,330.17
10/3/2006	10/3/2006	10/4/2006	10/4/2006	1	FLORIDA DIVISION OF RETIREMENT	SFRTA Retirement -10/06	41,438.84
10/4/2006	10/4/2006	10/4/2006	10/4/2006	0	DEPT OF FINANCIAL SVCS	Deferred Comp	7,001.22
10/3/2006	10/3/2006	10/4/2006	10/4/2006	1	SUNTRUST PAYROLL TAXES	SunTrust Payroll Taxes	56,268.23
9/28/2006	10/2/2006	10/6/2006	10/6/2006	8	UNUM LIFE INSURANCE	SFRTA Agency Life Insurance	3,727.74
10/18/2006	10/18/2006	10/18/2006	10/18/2006	0	SUNTRUST PAYROLL TAXES	SunTrust Payroll Taxes	55,750.47
10/18/2006	10/18/2006	10/18/2006	10/18/2006	0	DEPT OF FINANCIAL SVCS	Deferred Comp	7,092.86
10/17/2006	10/17/2006	10/20/2006	10/20/2006	3	STATE OF FLORIDA GROUP	SFRTA Agency Health Insurance -10/2006	55,765.06
9/26/2006	9/28/2006	10/4/2006	10/16/2006	20	BITNER GOODMAN	Mrkt Supp -10/06	14,688.50
9/29/2006	9/29/2006	10/4/2006	10/16/2006	17	CSX TRANSPORTATION	Bridge Tender -09/06	4,692.02
9/29/2006	9/29/2006	10/4/2006	10/16/2006	17	FLORIDA POWER & LIGHT	Station Utilities -10/06	5,686.47
9/11/2006	9/20/2006	10/4/2006	10/16/2006	35	HERZOG TRANSIT SERVICE	Misc Pass Items -08/31/06	79,979.82
9/22/2006	9/26/2006	10/4/2006	10/16/2006	24	LIMOUSINES OF SOUTH FLORIDA	Feeder Svc -09/01-15/06	70,410.00
9/1/2006	9/26/2006	10/4/2006	10/16/2006	45	MERIDIAN MANAGEMENT	Station Maint -08/23/06	12,342.00
9/20/2006	9/26/2006	10/4/2006	10/16/2006	26	MERIDIAN MANAGEMENT	Station Maint -08/06	85,050.93
10/5/2006	10/10/2006	10/10/2006	10/23/2006	18	ACORDIA WPB DIVISION	Work Comp Ins Down Pymt -10/06	11,908.25
9/26/2006	10/6/2006	10/11/2006	10/23/2006	27	US TREASURY -IRS	IRS Levy HSTI -06/30/06	72,243.89
10/10/2006	10/10/2006	10/13/2006	10/24/2006	14	AMERICAN PUBLIC TRANSIT	Comm Rail Safety Mgmt Prgm -FY07	16,720.00
9/26/2006	10/6/2006	10/13/2006	10/24/2006	28	HERZOG TRANSIT SERVICE	IRS Levy HSTI -06/30/06	560,362.11
10/5/2006	10/13/2006	10/18/2006	10/24/2006	19	ACS	TVM Parts/Supp -09/06	4,881.10
10/3/2006	10/16/2006	10/18/2006	10/24/2006	21	BV OIL COMPANY	Train Fuel -09/10-26/06	224,991.14
10/3/2006	10/12/2006	10/18/2006	10/24/2006	21	CONTINENTAL PLASTIC CARD	Mrkt Supp -10/06	3,175.00
10/2/2006	10/13/2006	10/18/2006	10/24/2006	22	ERICKS CONSULTANTS	Leg Consult Svc -09/06	25,000.00
10/16/2006	10/16/2006	10/18/2006	10/24/2006	8	FLORIDA POWER & LIGHT	Station Utilities -10/06	17,442.09
10/5/2006	10/12/2006	10/18/2006	10/24/2006	19	LIMOUSINES OF SOUTH FLORIDA	Feeder Svc -09/16-30/06	73,567.50
10/10/2006	10/16/2006	10/18/2006	10/24/2006	14	S FLORIDA EDUCATION CENTER	SFEC -09/06	7,264.20
10/10/2006	10/10/2006	10/18/2006	10/24/2006	14	T MOBILE	T Mobile -08/29-09/28/06	3,206.00
10/2/2006	10/10/2006	10/18/2006	10/24/2006	22	WACKENHUT CORPORATION	Wackenhut -W/E 09/24/06	121,744.19
10/4/2006	10/18/2006	10/18/2006	10/24/2006	20	DIGITAL PRINTING SYSTEM	TVM Tickets -07/28/06	10,500.00
10/9/2006	10/9/2006	10/18/2006	10/24/2006	15	UNITED STATES POSTAGE	Postage -10/06	8,000.00
10/11/2006	10/11/2006	10/19/2006	10/24/2006	13	BELLSOUTH	Reg Summ Bill -10/06	27,630.89
10/20/2006	10/20/2006	10/20/2006	10/24/2006	4	PROLOGIS TRUST	Administrative Office Rent -11/06	49,551.99
10/24/2006	10/24/2006	10/24/2006	10/24/2006	0	A1 BODY AND REPAIR CENTER	Vehicle Maint -10/24/06	5,057.54
10/10/2006	10/20/2006	10/25/2006	10/31/2006	21	ACS	TVM Com Supp -10/06	13,060.00
9/19/2006	10/20/2006	10/25/2006	10/31/2006	42	C2 GROUP LLC	Fed/Leg Consult -08/06	8,167.00
10/23/2006	10/23/2006	10/25/2006	10/31/2006	8	FLORIDA POWER & LIGHT	Station Utilities -10/06	1,174.56
10/10/2006	10/20/2006	10/25/2006	10/31/2006	21	SHARPTON BRUNSON & CO	Auditing Svcs -FY06	25,000.00
10/6/2006	10/23/2006	10/26/2006	10/31/2006	25	C2 GROUP LLC	Fed/Leg Consult -09/06	8,167.00
9/22/2006	9/26/2006	10/26/2006	10/31/2006	39	HERZOG TRANSIT SERVICE	Base Comp -09/01-15/06	643,316.00
9/27/2006	10/12/2006	10/26/2006	10/31/2006	34	HIGH TECH STRIPING	Station Maint -09/06	4,800.00
40							<u>2,508,154.78</u>

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING: DECEMBER 8, 2006
INFORMATION ITEM: PAYMENTS OVER \$2,500
OCTOBER 1 TO OCTOBER 31, 2006

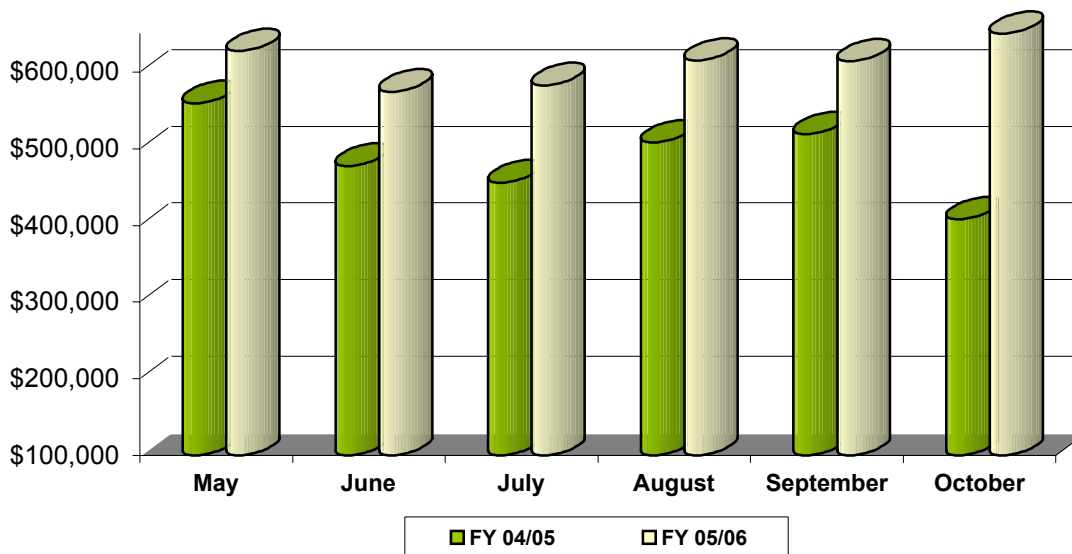
RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
CAPITAL EXPENDITURES							
9/1/2006	9/5/2006	10/5/2006	10/5/2006	34	DMJM HARRIS	Seg 5 Consult -07/31/06	141,158.97
9/11/2006	9/13/2006	10/4/2006	10/4/2006	23	MID AMERICA CAR INC	TRCX -09/08/06	265,080.50
9/12/2006	9/13/2006	10/4/2006	10/16/2006	34	COLORADO RAILCAR MAN	DMU -09/06	241,080.00
9/15/2006	9/15/2006	10/19/2006	10/19/2006	34	WASHINGTON GROUP INTL	NRB -08/06	1,578,472.81
9/26/2006	9/26/2006	10/1/2006	10/1/2006	5	STATE BOARD OF ADMIN	FDOT SIB Loan -09/06	5,000,000.00
9/28/2006	9/28/2006	10/7/2006	10/7/2006	9	DMJM HARRIS	Seg 5 Consult -08/06	126,700.31
9/29/2006	9/29/2006	10/27/2006	10/27/2006	28	DMJM HARRIS	Seg 5 Consult -08/06	144,003.68
9/25/2006	9/28/2006	10/4/2006	10/16/2006	21	BROWARD MICROFILM INC	Microfilm -09/06	6,680.00
9/27/2006	9/27/2006	10/4/2006	10/16/2006	19	CSX TRANSPORTATION	NRB -03/24/06-05/19/06	108,013.05
9/28/2006	9/29/2006	10/4/2006	10/16/2006	18	DON REID FORD	2007 Ford Explorer	21,318.00
9/26/2006	10/2/2006	10/4/2006	10/16/2006	20	MITIGATING CIRCUMSTANCES	Holland Pk Mit -09/06	44,196.00
9/19/2006	9/29/2006	10/4/2006	10/16/2006	27	PARSONS BRINCKERHOFF	GG Station Insp Svc -5/13-08/25/06	12,733.48
9/2/2006	10/4/2006	10/6/2006	10/16/2006	44	CHARLAND RUREY CONSTRUCTION	GG Exp -07/31/06	43,428.51
10/10/2006	10/10/2006	10/10/2006	10/17/2006	7	TRI COUNTY RAIL CONSTRUCTORS	Seg 5 Lawsuit -10/10/06	23,969,758.44
10/10/2006	10/10/2006	10/10/2006	10/10/2006	0	WASHINGTON GROUP INTL	NRB Lawsuit -10/10/06	5,700,000.00
9/25/2006	10/9/2006	10/11/2006	10/24/2006	29	CARTER AND BURGESS INC	Transit Dev -08/06	75,700.14
10/5/2006	10/5/2006	10/11/2006	10/24/2006	19	CSX TRANSPORTATION	NRB -05/20-07/11/06	33,172.11
10/11/2006	10/13/2006	10/18/2006	10/23/2006	12	IKON OFFICE SOLUTIONS	Cust Svc CPR 2270 -09/06	3,988.00
9/10/2006	9/21/2006	10/18/2006	10/23/2006	43	KIMLEY HORN AND ASSOCIATES	Consulting Svcs -03/06	11,262.52
10/10/2006	10/11/2006	10/18/2006	10/23/2006	13	S FL REGIONAL PLANNING	Planning Svcs -08/06	25,418.93
9/9/2006	9/11/2006	10/18/2006	10/23/2006	44	POST BUCKLEY SCHUH & JERNIGAN	Retainage -10/06	38,420.84
10/20/2006	10/20/2006	10/20/2006	10/31/2006	11	COPANS ROAD ASSOCIATES	DMJM Off Rent -11/06	7,863.30
9/17/2006	9/25/2006	10/20/2006	10/31/2006	44	KIMLEY HORN AND ASSOCIATES	SFRTA Plan Consult -09/06	21,368.25
10/1/2006	10/16/2006	10/25/2006	10/31/2006	30	KIMLEY HORN AND ASSOCIATES	Consult -08/06	15,973.76
10/5/2006	10/20/2006	10/25/2006	10/31/2006	26	KIMLEY HORN AND ASSOCIATES	Consult -07/01-08/31/06	14,434.91
10/16/2006	10/20/2006	10/25/2006	10/31/2006	15	PARSONS TRANSPORTATION GROUP	General Consult -09/06	6,321.43
10/10/2006	10/25/2006	10/26/2006	10/31/2006	21	CSX TRANSPORTATION	Delray Bch BCP -09/06	20,852.65
				27	TOTAL CAPITAL EXPENDITURES		\$ 37,677,400.59
				67	TOTAL OPERATING EXPENSES AND CAPITAL EXPENDITURES		\$ 40,185,555.37

**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT- OCTOBER 2006**

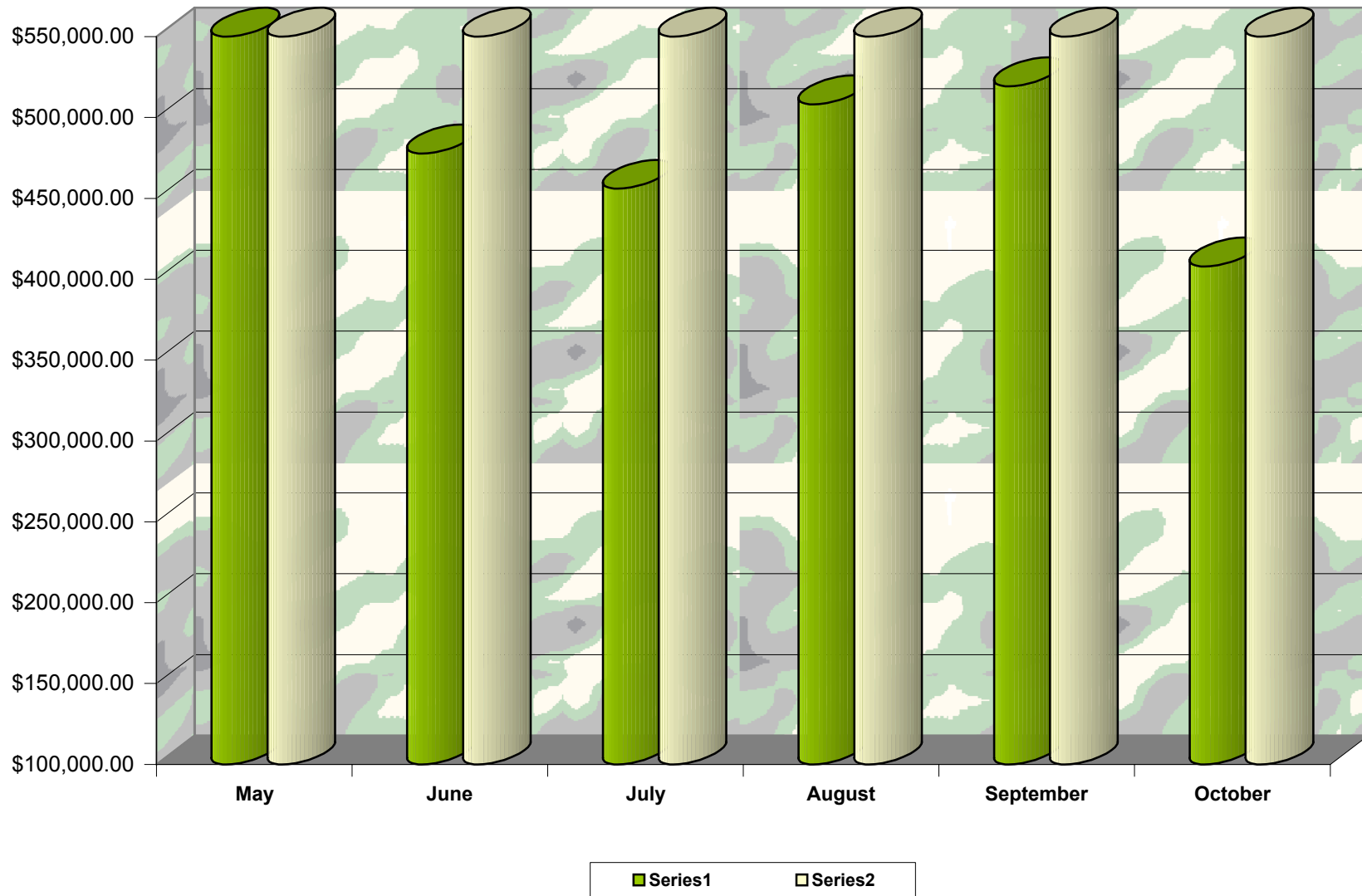
REVENUE - OCTOBER 2006

DESCRIPTION	Oct-05	Oct-06	VARIANCE	%
Weekday Sales	343,954	535,992	192,039	55.8%
Weekend Sales	51,475	86,766	35,291	68.6%
Other Income	12,427	45,451	33,025	265.8%
Total Revenue	407,855	668,209	260,354	63.8%

**Revenue Monthly Trends
FY 04/05 and FY 05/06**



**Annual Trends
FY 04/05 and FY 05/06**



**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT- OCTOBER 2006**

SALES BY TICKET TYPE	OCTOBER 2005		OCTOBER 2006		PERCENT CHANGE ⁽¹⁾
Palm Beach Schools	56,000		40,080		(0.28)
Employer Disc. Program	56,767		107,209		88.9%
Group Tour Sales	-		357		100%
Station Sales:					
One-Way	114,995		175,631		52.7%
Roundtrip	62,104		114,485		84.3%
12 Trips	16,765		26,733		59.5%
Monthly	25,520		44,400		74.0%
One-Way Discount	29,034		48,317		66.4%
Roundtrip Discount	17,631		38,917		120.7%
Monthly Discount	16,614		26,629		60.3%
Total Station Sales	282,662		475,112		68.1%
Total Sales	395,429		622,758		57.5%

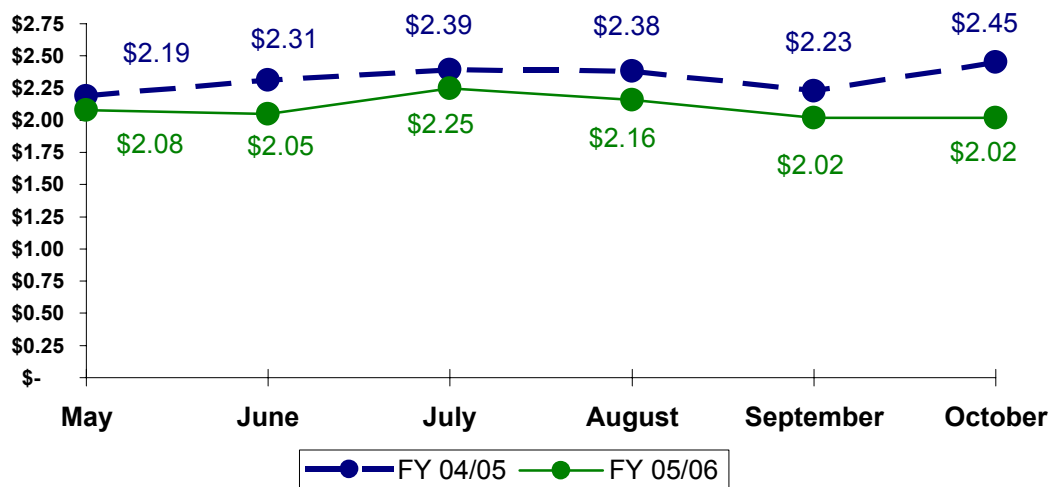
(1) Percent increase or decrease from previous year

AVERAGE FARE

2.45

2.02

**Average Fares
FY 04/05 and FY 05/06**



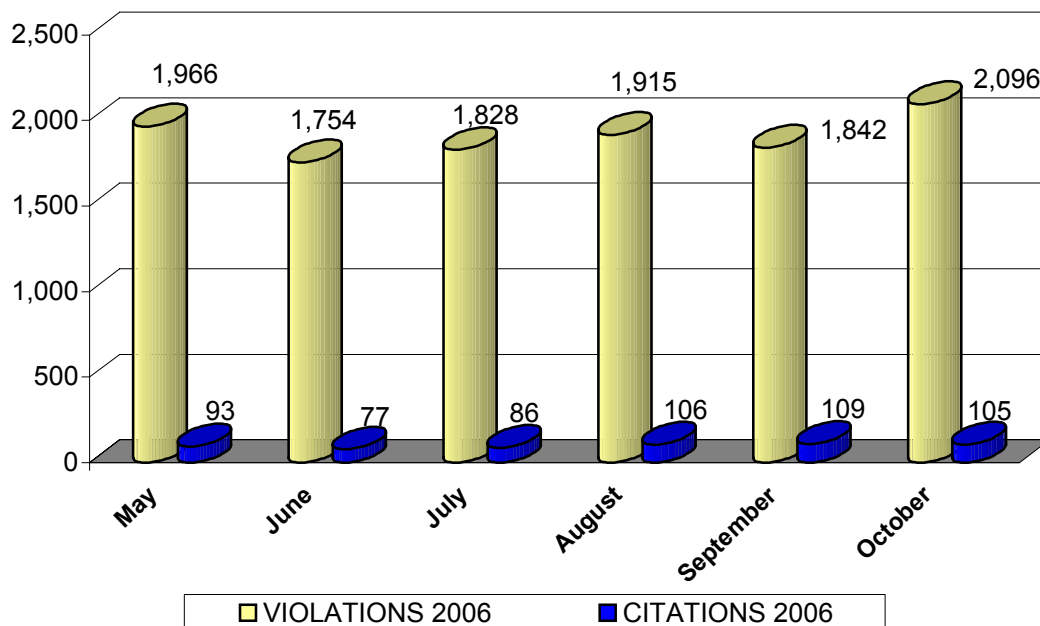
**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FARE EVASION REPORT
MAY 2006 TO OCTOBER 2006**

MONTH	TOTAL INSPECTED	TOTAL VIOLATIONS	# OF CITATIONS	# OF WARNINGS	% RIDERS INSPECTED
MAY 2006	208,697	1,966	93	1,868	72%
JUNE 2006	188,847	1,754	77	1,675	72%
JULY 2006	178,368	1,828	86	1,738	71%
AUGUST 2006	197,985	1,915	106	1,802	74%
SEPTEMBER 2006	212,380	1,842	109	1,729	74%
OCTOBER 2006	232,544	2,096	105	1,986	75%
AVERAGE	203,137	1,900	96	1,800	73%

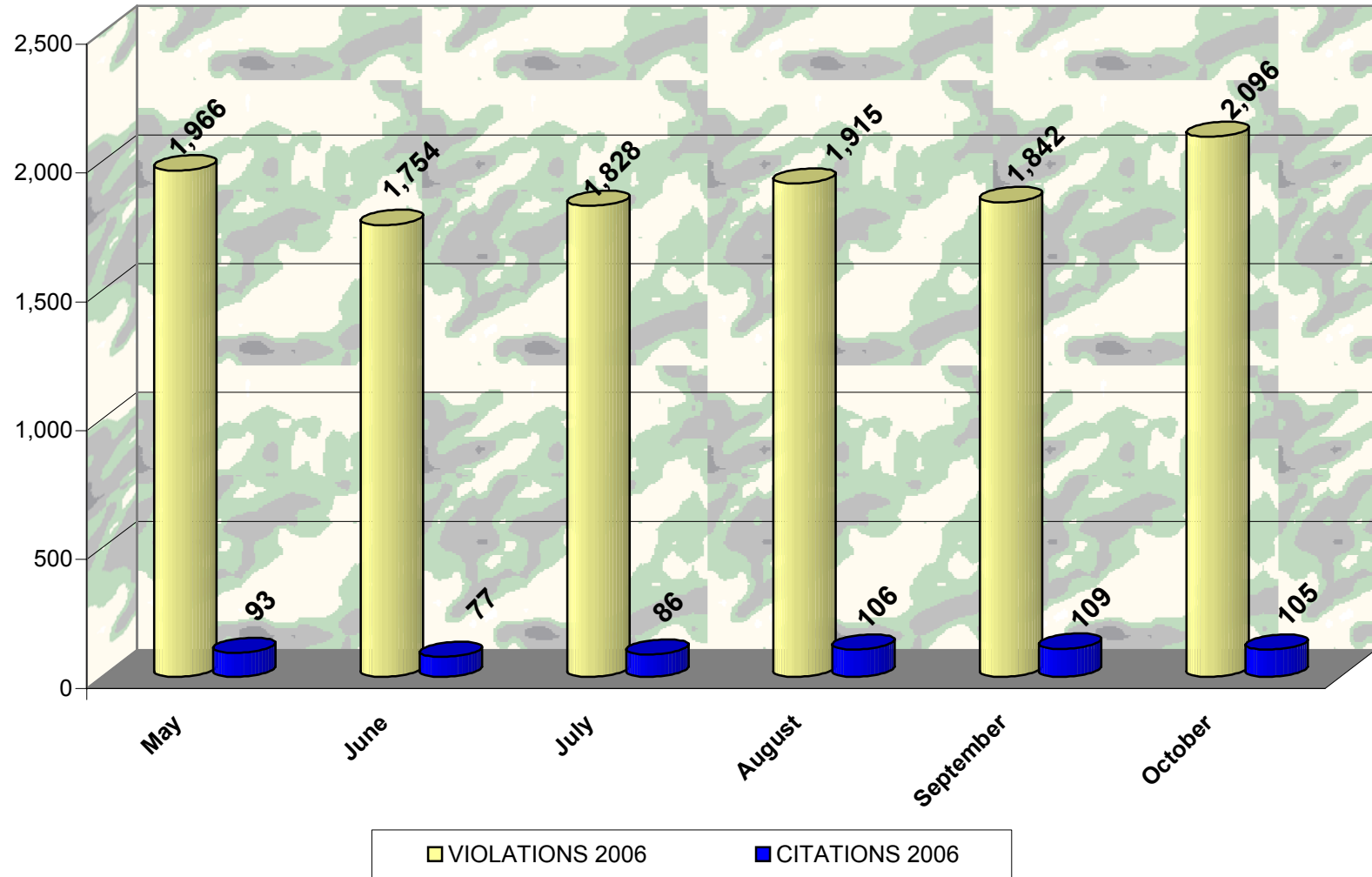
FARE EVASION % **0.90%**

FINES \$ **4,189**

**Fare Violations
2006**



**Fare Violations
FY 05/06**



Solicitation Status Report October 2006

AGENDA ITEM: H

Solicitation Number	Solicitation Type	Description of Services	Estimated Budget	Advertise Date	Document Available	Pre-Submittal Conference	Due Date Bids/Proposals	Award Contract
05-722	RFP	Universal Automated Fare Collection System (UAFCS) Contract Admin.: B. Guida Proj. Mgr.: R. Matthews	TBD	31-Mar-06	25-Apr-06	25-Apr-06	08-Dec-06	Anticipated Winter 2006
06-101	*RFP	Dispatch Services Contract Admin.: R. Becker Proj. Mgr.: B. Barkman	TBD	6-Oct-06	23-Oct-06	1-Nov-06	08-Dec-06	Jan-2007
06-848	*RFP	Maintenance of Way (MOW) Services Contract Admin.: R. Becker Proj. Mgr.: D. Mazza	TBD	6-Oct-06 Fall 2006	30-Oct-06	14-Nov-06	15-Dec-06	Jan-2007
06-112	*RFP	Commuter Rail Operations for SFRTA's Commuter Rail System Contract Admin.: R. Becker Proj. Mgr.: E. Byers	TBD	02-Oct-06	09-Oct-06	18-Oct-06	01-Dec-06	Jan-2007
06-113	*RFP	Commuter Rail Fleet Maintenance for SFRTA's Commuter Rail System Contract Admin.: R. Becker Proj. Mgr.: E. Byers	TBD	02-Oct-06	09-Oct-06	19-Oct-06	19-Jan-07	Feb-2007
06-116	ITB	Engine House Roof Replacement Contract Admin.: B. Kohlberg Proj. Mgr.: E. Byers	\$800,000 - \$950,000	11-Dec-06	11-Dec-06	21-Dec-06	11-Jan-07	TBD
06-621	RFP	Federal Legal Legislative Consultant Services Contract Admin.: B. Kohlberg Proj. Mgr.: C. Clark	TBD	15-Oct-06	16-Oct-06	31-Oct-06	30-Nov-06	TBD

*These dates are currently tentative.



**Contract Actions Executed
Under The Executive Director's Authority
For The Month of October 2006**

AGENDA ITEM NO: I

Date Signed	Contract /Purchase Order No.	Contract Action	Amount \$	Term
17-Oct-06 Contractor Project Justification	P.O. No. 07-000197 SW Kaper Construction Golden Glades Station Replace (7) Car stops that will be anchored down and painted blue. Provide (7) ADA parking spaces, restripe parking lot, extend concrete walkway; tacktile strip edge and install bollards and ADA signs. Removal and disposal of concrete block wall below electrical to accomodate ADA TVM machine.	Purchase Order	13,285.00	N/A
23-Oct-06 Contractor Project Justification	P.O. No. 07-000218 Ritters Printing Printing Blanket Purchase Order for photocopying and mailing services.	Purchase Order	10,000.00	N/A

**Contract Actions Executed
Under The
Construction Oversight Committee's Authority
For The Month of October 2006**

AGENDA ITEM: J

Date Signed	Contract No.	Contract Action	Amount \$	Term
03-Oct-06 Contractor Project Justification	00-834 Tri-County Rail Constructors (TCRC) Double Track Corridor Improvement Program - Segment 5 Project To increase the amount of Category "A" Signal Work based on final amount of Signal Work performed. The revised Lump Sum Total for Category "A" Signal Work is \$34,712,206.06. This Change Order also converts all previous Change Orders for Category "A" - Signal Work from Unilateral to Bilateral. There is no additional time required for this Change Order.	Change Order No. 8.08	679,413.06	N/A
03-Oct-06 Contractor Project Justification	00-834 Tri-County Rail Constructors (TCRC) Double Track Corridor Improvement Program - Segment 5 Project To decrease the amount for Category "A" Live Track Work based on final amount of Live Track Work actually performed. The revised Lump Sum Total for Category "A" Live Track Work is \$13,212,155.20. This Change Order also converts all previous Change Orders for Category "A" - Live Track Work from Unilateral to Bilateral. There is no additional time required for this Change Order.	Change Order No. 9.08	(592,240.80)	N/A
03-Oct-06 Contractor Project Justification	00-834 Tri-County Rail Constructors (TCRC) Double Track Corridor Improvement Program - Segment 5 Project To increase the amount for Category "B" Work based on final amount of Category "B" Work actually performed. The revised Lump Sum Total for Category "B" Work is \$4,672,092.44. This Change Order also converts all previous Change Orders for Category "B" Work from Unilateral to Bilateral. There is no additional time required for this Change Order.	Change Order No. 127	41,642.44	N/A
03-Oct-06 Contractor Project Justification	00-834 Tri-County Rail Constructors (TCRC) Double Track Corridor Improvement Program - Segment 5 Project To increase the amount for Category "A-1" Flagging Work based on the final amount of Category "A-1" Flagging Work actually performed. The revised Lump Sum Total for Category "A-1" Flagging Work is \$8,865,609.20. This Change Order also converts all previous Change Orders for Category "A-1" Flagging Work from Unilateral to Bilateral. There is no additional time required for this Change Order.	Change Order No. 74.04	192,688.20	N/A

**Contract Actions Executed
Under The
Construction Oversight Committee's Authority
For The Month of October 2006**

AGENDA ITEM: J

Date Signed	Contract No.	Contract Action	Amount \$	Term
10-Oct-06 Contractor Project Justification	00-834 Florida Department of Transportation (FDOT) Double Track Corridor Improvement Program - Segment 5 Project To increase FDOT participation to assist the South Florida Regional Transportation Authority (SFRTA) to complete the Double-Track Corridor Improvement Program Segment 5 Project and related activities.	Supplemental JPA No. 21	18,628,265.00	N/A
10-Oct-06 Contractor Project Justification	00-834 Florida Department of Transportation (FDOT) Double Track Corridor Improvement Program - New River Bridge Project To increase FDOT participation to assist the South Florida Regional Transportation Authority (SFRTA) to complete the Double-Track Corridor Improvement Program New River Bridge Project and related activities.	Supplemental JPA No. 22	11,000,000.00	N/A
10-Oct-06 Contractor Project Justification	00-834 Tri-County Rail Constructors (TCRC) Double Track Corridor Improvement Program - Segment 5 Project To provide for a Global Settlement of outstanding issues as further specified in the Change Order. This Change Order adds to the Contract value and adds 255 calendar days.	Change Order No. 137	28,969,755.64	N/A
10-Oct-06 Contractor Project Justification	00-834 Tri-County Rail Constructors (TCRC) Double Track Corridor Improvement Program - New River Bridge Project To increase the Contract Value by a lump sum amount to fully and completely settle any and all claims pertaining to the "October Flagging Claim". There is a time extension of 52 calendar days included as a part of this change.	Change Order No. 42	5,700,000.00	N/A
10-Oct-06 Contractor Project Justification	01-839 Washington Group International (WGI) Double Track Corridor Improvement Program - New River Bridge Project To grant a compensable time extension of 111 calendar days in response to the "USCG" Bridge Permit/Bascule Repairs Impact Claim". This Change Order does not include an increase in Contract Value. A future Change Order will be presented for approval upon final determination and agreement of the amount of entitled compensation.	Change Order No. 43	0.00	N/A

**Contract Actions Executed
Under The
Construction Oversight Committee's Authority
For The Month of October 2006**

AGENDA ITEM: J

Date Signed	Contract No.	Contract Action	Amount \$	Term
10-Oct-06 Contractor Contractor Contractor Project Justification	N/A Washington Group International (WGI) Tri-County Rail Constructors (TCRC) Herzog Contracting New River Bridge Project Acknowledgement of The existence of an Assignment Agreement (New River Bridge Project) among Washington Group International (WGI), Tri-County Rail Constructors (TCRC) and Herzog Contracting (Herzog) for the performance of the track work contained in the proposed Change Order No. 44. Acknowledgement of the Assignment Agreement (New River Bridge Project) by the Construction Oversight Committee does not constitute approval of the Assignment Agreement (New River Bridge Project). Acknowledgement will be made by written acknowledgement on said Assignment Agreement (New River Bridge Project), both by SFRTA and FDOT.	N/A Acknowledgement of Assignment Agreement	0.00	N/A
10-Oct-06 Contractor Project Justification	01-839 Washington Group International (WGI) Double Track Corridor Improvement Program - New River Bridge Project To increase the Contract Value by a Not-To-Exceed amount for the New River Bridge track work and additional track work to be performed on a Time and Material basis. There is no additional time required for this Change Order.	Change Order No. 44	2,156,269.11	N/A